NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

BC - 2416

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Fall River Road (Boundary Increase and Amendment)
Other names/site number: Fall River Road/5LR.885
Name of related multiple property listing: Rocky Mountain National Park Multiple Resource Nomination (1987)
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Fall River Road, Rocky Mountain National Park (ROMO)
City or town: Estes Park State: Colorado County: Larimer
Not For Publication: [ ] Vicinity: [X]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local
Applicable National Register Criteria:

X A ___ B X C ___ D

3/28/2018
Signature of certifying official/Title: **Date**

NPS FPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property _meets _does not meet the National Register criteria.

Holly K. Norton 6 September 2017
Signature of commenting official: **Date**

Deputy State Historic Preservation Officer, History Colorado
Title: **State or Federal agency/bureau or Tribal Government**

Fall River Road (Boundary Increase and Amendment) (5LR.885)
Name of Property

Larimer County, Colorado
County and State

4. National Park Service Certification

I hereby certify that this property is:

_entered in the National Register

_determined eligible for the National Register

_determined not eligible for the National Register

_removed from the National Register

_other (explain:) _____

Barbara Wyatt 5-21-18

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☐
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	2[a]	sites
1[b]	2[c]	structures
0	0	objects/features
1	4	Total

[a] the noncontributing sites are 5LR.4540, Convict Cabin/Work Camp/998 and 5LR.4539.
[b] the contributing resource is the road and its 158 small-scale features (see Table 1).
[c] the noncontributing structures are a modern bridge and concrete box culvert (Map Nos.109 and 115, respectively in Table 1.

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/Road-related
RECREATION AND CULTURE/Outdoor Recreation

Current Functions
(Enter categories from instructions.)
TRANSPORTATION/Road-related
RECREATION AND CULTURE/Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: National Park Service Rustic

Materials: (enter categories from instructions.)
Principal exterior materials of the property: EARTH; ASPHALT; STONE/ Granite, Gneiss, Schist; CONCRETE; WOOD

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph
Fall River Road was individually listed (July 20, 1987) under the Rocky Mountain National Park Multiple Resource Area in the NRHP as a 9.4-mile structure with a period of significance from 1913 to 1920 (NRIS 87001129); the current nomination form amends and increases the boundary to approximately 12.55 miles of road by including a portion of the historic road that is now called Highway 34A (Figure 1). The current road has a total length of 12.55 miles (9.4 miles of original boundary plus 3.15 miles of amended boundary). The original road had a variable width of 8–14' covering a maximum of 18.93 acres. The amendment uses a modern road width of 20' plus 10' buffers on each side that total 37.55 acres for the amended structure. The enlarged boundary encompasses a portion of Highway 34A, the roadway that is related to later construction episodes (1929–32 and 1959). The period of significance extends to 1968 to include the substantial rehabilitation effort involving construction near switchbacks between Mile Post (MP) 5 and MP 9 of the original roadway, which was conducted at the behest of the local community in recognition of the importance of the road for the local tourism industry. This amendment includes a complete inventory of previously listed resources along the entire route.

Fall River Road is situated within Rocky Mountain National Park, beginning at the park's eastern entrance, and ascends the southern flank of Mount Chapin by following the north bank of the Fall River (Figure 1–14). The road traverses three environmental zones (montane/woodland, subalpine forest, and alpine tundra) along its route from the Fall River Entrance Station MP 57.5-Highway 34A) at 8,240' above mean sea level (amsl) to Fall River Pass at an elevation of 11,796' amsl (MP 3) (Figure 15–18). The road has a nearly 3.15-mile-long paved section beginning at the Fall River Entrance Station (MP 57.5-Highway 34A). The unpaved road portion of the originally nominated road (approximately MP 3.1 to MP 13.75) ends near the Alpine Visitor Center (Figure 2–14), although the original 1920s Fall River Road extended farther west and south into Grand County. The current Fall River Road's sinuous route includes small-scale features such as arborglyphs, a bridge, a concrete pad/wellhead, culverts, curbing/spillways, fences, gabions (wire mesh baskets filled with rock and stacked in a terrace pattern), gates, guard walls, retaining walls, rock buttresses, and signs/markers.

Cultural resources near the Fall River Road include two previously recorded site, one previously recorded structure, and five previously recorded buildings (Figure 19–21). The previously recorded sites are 5LR.4540 the Convict Cabins (also called Work Camp/998), a location where convict workers lived during the initial road construction from 1913 to 1916. The cabins were reused as late as 1920 by construction workers, with a hiatus during WW I. The Convict Cabins site boundary overlays the Fall River Road and archaeological features are on both sides of the road. The Convict Cabins site was recorded in 2000 with the recommendation that additional information was needed to determine its eligibility status (Brunswig and Plimpton 2000a). One other site (5LR.4539) also recorded in 2000 was recommended as not eligible for the National Register (Brunswig and Plimpton 2000b).

The previously recorded structure is 5LR.1205, also called the Willow Park Stable (Park No. 1520, HS-258). The stable was constructed in 1926 to shelter animals used by personnel staying at the Willow Park Cabin while they maintained the Fall River Road (McWilliams and McWilliams 1985a). The Willow Park Stable is over 255’ away from the Fall River Road and is not part of this boundary increase and amendment.

The five previously recorded buildings are: 5LR.1203/Willow Park Patrol Cabin) Park No. 1520, HS-27), 5LR.1206/Timberline Cabin (Park No. 1520, HS-28), 5LR.1204/Fall River Pass Ranger Station (Park No. 1520, HS-58), 5LR.1207/Fall River Pass Store (Park No. 1520, HS-170), and 5LR.11033/Alpine Visitor Center (5LR.11033). The Willow Park Patrol Cabin was constructed in 1923 when it was called the Willow Park Cook and Mess House and used by crews maintaining the Fall River Road (McWilliams and McWilliams 1985b). The Willow Park facilities were designed by National Park Service (NPS) landscape engineers under direction of Daniel Hull (Mardorf et al. 2012:15). The Willow Park Patrol Cabin is over 300’ away from the Fall River Road and is not part of this boundary increase and amendment. The Timberline Cabin was constructed in 1925 and used as a patrol and caretaker’s cabin (McWilliams and McWilliams 1985c). The Timberline Cabin is almost 300’ away from the Fall River Road and is not part of this boundary increase and amendment. The Fall River Pass Ranger Station was constructed in 1922 and used as a ranger station until 1932 when it was converted to a nature museum; it reverted to a ranger station in 1937 (McWilliams and McWilliams 1985d). The Fall River Pass Ranger Station is 737’ away from the Fall River Road and is not part of this boundary increase and amendment. The Fall River Pass Store was designed by W. G. Carnes, Deputy Chief Architect of the Park and constructed in 1936; the store was enlarged in 1937, 1965, 1971, and 1986 (Bzdek and Ore 2010; McWilliams and McWilliams 1985e). The Fall River Pass Store is more than 3,000’ away from the Fall River Road and is not part of this boundary increase and amendment. The Alpine Visitor Center was constructed in 1936 in the NPS Rustic style and remodeled in 1938, 1965, 2000–2001 (Mardorf et al. 2012); the visitor center is 440’ away from the Fall River Road and is not part of this boundary increase and amendment. In addition, the Fall River Entrance Historic District (5LR.1184; Park No. 1520, HS-44, HS-169 and HS-168) is located approximately 150’ away from the Fall River Road. The buildings in the district were designed by E. A. Nickel and constructed in 1936 in the NPS Rustic Style (McWilliams and

McWilliams 1985f). The district is near the Fall River Road's eastern terminus and is not part of this boundary increase and amendment.

This amended nomination documents the roadbed and associated features within a 10' buffer on either side of the shoulders between the Fall River Entrance Station and the Alpine Visitor Center (Figure 15–18). The original roadway was 8–14' wide as constructed during the period of significance 1913–1920. Later improvements and repairs extend the period of significance to 1968. The current road's width (approximately 20–25') is greater than the original width of the road because of historic and modern improvements to the road, and therefore, a 10' buffer zone extending beyond both sides of the current road encompasses all historic elements of the roadway. The following discussion uses the State of Colorado mile posts (MP) for Highway 34A. The historic Fall River Road lacks official Colorado Highway System MP; therefore, mile markers depicted on Figure 2–17 showing the unpaved historic Fall River Road are based on the distances from the only historic signpost that exists on the road. The historic signpost has the designation "MP 6"; other MP sign posts are not present along the NPS roadway.

The structure retains its integrity of location, design, materials, workmanship, setting, feeling, and association along its entire length. The paved road from the park entrance (MP 57.5-Highway 34A) to approximately MP 12 has evidence of the period of construction and maintenance from 1929 to 1968, and the unpaved road (MP 3–12) has evidence of the period of construction and maintenance from 1913–68. Construction elements along the paved road dating to the 1930s include retaining walls, guard walls, fences, and gutter/spillways that are exemplars of NPS Rustic design (Meinecke 1937). Pavement was added to approximately 1.7 miles of the road between MP 57.5-Highway 34A to MP 12 in 1959. Recent additions to the road, such as a concrete box culvert (Map No. 115) and a bridge (Map No. 109) (Figure 11), repair flood damage and do not contribute to the structure. Pavement was also added to the road between Endovalley (MP 11.5) and the Roaring River (MP 13) in 1984. The original western 9.4-mile-long section of the historic road (MP 3–12) remains unpaved; recent upgrades completed in 2014 include expand/repair gabions and retaining walls, add road base and fill, grade and finish/compact road base, add seventeen new corrugated metal pipe (CMP) culverts, rehabilitate nine existing CMP culverts, and construct one new concrete box culvert (Wunderlich, Jr. 2014). None of the 2014 improvements are contributing features; however, they readily blend with other elements of the structure and do not detract from the historic roadway's appearance.

Narrative Description

The physical setting of the approximately 12.55-mile-long road begins at the Rocky Mountain National Park's Fall River Entrance station (MP 57.5-Highway 34A) at an elevation of 8,240' amsl, follows the north bank of the Fall River passing between Mount Chapin and Sundance Mountain, and terminates at the Alpine Visitor Center near Fall River Pass at an elevation of 11,796' (MP 3). This route, which follows a prehistoric Native American travel corridor, provides intermittent views of the lakes and surrounding mountains as the roadway passes through dense montane woodlands dissected by expanses of open grassland (montane meadows or parks). Vegetation along the route includes spruce, fir, aspen, and a variety of shrubs, grasses, and forbs that dominate the valley bottoms. Background views are generally dominated by the steep, vertical formations of the Rocky Mountains, which include subalpine life zone and alpine tundra vegetation and commanding rock formations. The location of the road minimizes disturbance to the natural landscape by following the existing landforms while exposing the visitor to scenic vistas.

Fall River Road (1913–1920; altered 1929–1932, 1953, 1959, 1968, 1982, 1984, 2014–2015) (Contributing structure)

Fall River Road includes seventy-three contributing small-scale features, eighty-four noncontributing features, and one noncontributing structure. The resources are summarized in Table 1; the types of structural elements are described below and cross referenced by map locations (Figure 2–14).

The following discussion of contributing and non-contributing small-scale features of the Old Fall River Road was informed by the property type descriptions as outlined in *Historic Park Landscapes in National and State Parks National Register Multiple Property Documentation Form* (MPDF) (McClellan 1995). Per the MPDF, park road systems are considered a sub-type of Historic Park Landscapes, and include characteristics associated with both views and vistas, but also infrastructure related to road systems including, but not limited to culverts, guardrails, curbs, and bridges. Use of the terms "contributing" and "noncontributing" resources for the small-scale features of this structure is employed to provide a nomenclature used during the resource's evaluation.

Roadway

The historic structure includes the entire roadway from the National Park's Fall River Entrance Station to the Alpine Visitor Center. This 12.55-mile-long route mainly was constructed from 1913 to 1920 using convict labor and private contractors although work was temporarily suspended during World War I and construction of Highway 34A has altered the original route. The CCC completed improvements to Highway 34A in the 1930s and more upgrades were completed in 1959 as part of Mission 66 improvements. More reconstruction of the road was completed in 1968 near switchbacks (near MP 5 and MP 9) to repair severe erosion and a

landslide that occurred in June 1953. Subsequent modification and repairs and annual maintenance of the road is necessary because snowmelt and rainwater runoff erode the road surface.

The unpaved section of the road (MP 3 to MP 12) remains similar to the original conditions of the road as constructed in 1913–20, albeit wider. The unpaved road up the Fall River Valley ascends slopes as steep as 16 percent, and has sixteen hairpin curves that change the direction of travel nearly 180 degrees. Less dramatic changes in direction of travel are present at twelve curves that turn traffic nearly 90 degrees. This sinuous roadway forces the motorist to travel at a slow speed and provides an experience of travel when dirt roads were the norm. The high elevations of the alpine tundra and subalpine forest zones create a feeling of traveling through remote wilderness, especially after leaving the paved road sections below 8,800'. The surrounding alpine tundra and subalpine forest appear undisturbed, which contributes to the impression that the roadway has changed little from its original condition. Changes completed in 1929 included repairs to a retaining wall near Endovalley Campground (the vicinity of MP 11.5) and widening 700' of the road. An additional 1,000' of roadway between Chasm Falls (MP 10.8) and Endovalley (MP 11.5) was widened and reconfigured in 1931 (Quin 1993b).

Improvements to Highway 34A occurred in 1929–32 in association with construction of the Trail Ridge Road, a route to the south of the Fall River Road that also attains the Alpine Visitor Center. The paved road section now designated Highway 34A generally follows the original 1913 alignment, although two locations (MP 13.7 and MP 57-Highway 34A) were realigned in 1929–32. This portion of Fall River Road was first paved in 1959.

Severe weather-related damage to the unpaved road occurred in June 1953 west of Chasm Falls (MP 10.5) and caused the upper portion of the road to be closed to motor vehicle traffic until 1968. Although the upper elevations were impassable to motor vehicles the route remained open as a trail. After intense lobbying by local businesses to reopen the road to motor vehicles, traffic was allowed to use the road as a one-way nature route once road repairs were completed in 1968, including construction of gabions. In 1979 and again in 1981, additional gabions were installed in the vicinity of the 1968 gabion. Additionally, in 1982 pavement was added to the section of the road between MP 12 and MP 13.8. More recently, flood damage in 2013 resulted in multiple sections of the road needing repairs, especially near MP 13 where a large alluvial fan developed and shifted the course of the river.

Associated Features of Fall River Road (Contributing)

Culverts (1913–1968) (Contributing features)

The natural topography and hydrology surrounding Fall River Road necessitated the construction of CMP culverts to facilitate the drainage of snow melt and rainwater. Fifty-two CMP culverts are contributing small-scale features dating from the 1913–68 period of significance (Table 1-Map Nos. 7, 8, 11, 12, 15, 17, 23, 30, 32, 37, 38, 41, 44, 52–54, 56, 57, 62–69, 70–73, 73, 74, 79, 81–83, 85, 87, 88, 92, 98–103, 105–107, 112, 114, 116, 117, and 118; Figure 2–12). The CMP

culverts are located along paved and unpaved sections of the road near steep slopes and drainages in all three environmental zones. The CMP culverts are generally constructed with native rock headwalls that help anchor and obscure the pipe (Photograph 1). The culverts consist of single CMPs that range between 6 and 24" in diameter with headwalls and discharge spillways lined with native dry-laid rock rubble for erosion control. One concrete box culvert (Photograph 2) is considered below.

Curbing/Spillways/Gutters (1959–1968) (Contributing features)

Curbing along paved sections of the road is used adjacent to steep grades where high volumes of stormwater runoff are anticipated (Table 1-Map Nos. 113, 125, 129, 134; Figure 10, Figure 12, and Figure 14). Two different types of curbing are used in the montane forest zone to help direct stormwater runoff into inlets. The more widely used curb is vertical concrete, while the less common is rolled asphalt. Rolled-asphalt curbing is also used as spillways, directing water to inlets off the road's edge (Photograph 3).

Spillways and gutters are incorporated into the continuous lengths of curbing. Four gutters are present along the paved road and are contributing structures. No curbs are present along the unpaved roadway, but boulders are used as a form of curbing.

Boulders used as curbing (1913–1968) line the edges of parking areas and serve as traffic barriers, and are representative of NPS-Rustic style (Table 1-Map Nos. 120 and 156; Figure 12 and Figure 5; Meinecke 1937). Boulders used as barriers measure approximately 2' long x 3' wide, or greater, and consist of unmodified local rock (Photograph 4). Two segments of boulder curbing are contributing features located along both paved and unpaved sections of the road.

Gabion (1968) (Contributing feature)

Of the four gabions present along the roadway, only one of them is contributing as it was constructed in 1968 to replace an earlier retaining wall. The gabion wall helps to stabilize exceptionally steep sections of the road along Mount Chapin's southern flank (subalpine forest zone), between adjoining switchbacks at approximately 10,000' elevation (Photograph 5, Table 1, Map No. 78, Figure 6).

Rocks used to fill the metal wire baskets were obtained from the nearby landscape and are similar to the fabric of retaining walls. However, the gabions are construction elements that require advanced engineering skills to support a greater load than the previously used retaining walls and were not used during original construction (1913–20). The gabion constructed in 1968 has original materials that contribute to the roadway's original period of significance (1913–68). Measuring approximately 275' long and 100' wide, the tiers of the gabion have started to revegetate with grasses and bushes.

The three other gabions (discussed below) were built in 1979, 1981, and 2014 and are considered noncontributing small-scale features of the road (Table 1-Map No. 76; Figure 6).

Guard Walls (1929–32) (Contributing features)

Two masonry guard walls, separated by a short distance (approximately 100'), were constructed along a portion of the road upgraded in 1929–32 as part of Highway 34A construction (Table 1-Map Nos. 133 and 147; MP 57-Highway 34A; Figure 14). The masonry guard walls are present along two curves and located within the montane/woodland zone (Photograph 6). The guard walls are approximately 18" wide and 2' tall with 6" high, with 6' long crenellations every 12'. The northern wall (Map No. 147) is approximately 245' in length, and the southern wall (Map No. 133) is approximately 300' in length. The guard walls are supported by rock revetments, which are distinguished from retaining walls by a more oblique angle and a relatively continuous surface formed by large rocks that were intentionally placed to form a continuous sloping surface (Photograph 7). The guard walls and associated revetments are contributing small-scale features representative of the 1930s NPS Rustic construction style (Meinecke 1937). A 1933 as-built record design sheet illustrates guard wall construction (Figure).

Retaining Walls (1913–32) (Contributing features)

Three types of retaining walls are present along the road: vertical/near vertical, rubble, and one-course rock (Table 1-Map Nos. 104, 111, 150–155; Figure 4, Figure 5, Figure 6, Figure 8, Figure 9, and Figure 14), which are used for erosion control and to support the roadway. All eight retaining walls are contributing structures and date to the period of significance. The length and height of these eight walls vary greatly, and all but two of them are composed of dry-laid coursed masonry walls with native rock. These walls range from 2 to 16' high and 10 to 50' long (Photograph 8). Six retaining walls are vertical or nearly vertical (Table 1-Map Nos. 104, 151–155) and situated within the subalpine forest zone. One example of a rock wall made with a single course of native rock (Table 1-Map No. 150) is situated above a gabion, within the subalpine forest zone. Its placement above the gabion is utilized to keep traffic away from the precarious edge and slope. One example of a rubble wall is situated in the subalpine forest zone and is composed of randomly placed native rock that cascades down the steep slope (Table 1-Map No. 104). The noncoursed cobbles and boulders are placed on the downslope of the road and continue approximately 100' along the road. The one mortared retaining wall (Table 1- Map No. 154) was constructed between 1913 and 1920 and is composed of shaped and native boulders and cobbles and coarse concrete, located near the gabion walls. During the 2014 rehabilitation project (Wunderlich, Jr. 2014) small gabions were constructed around this retaining wall to prevent further erosion of the feature.

Rock Buttresses (1913–1968) (Contributing features)

Four rock buttresses are situated on the inside curve of hairpin/switchback curves and are composed of cobbles and boulders attached to lengths of low walls (Table 1-Map Nos. 55, 58, 75, and 149; Figure 3, Figure 4, Figure 5, and Figure 8). The buttresses are dry-stacked with native angular rock that range in size from 2 to 3' tall with walls and 10 to 15' long (Photograph 9). The hairpin/switchback curves have been enlarged and re-engineered, possibly altering the original condition of the rock buttresses. Although the exact construction dates for the current

rock buttresses is unknown, they probably predate 1968, the end of the period of significance and are contributing structures.

Associated Features of Fall River Road (Noncontributing)

Arborglyphs (Noncontributing feature)

Arborglyphs, or tree carvings made in the bark of aspen trees, are found in the montane/ woodland environmental zone (Table 1-Map No. 148; Figure 8). Two arborglyph groupings were observed within the survey corridor. Given the maturity and health of the trees, the arborglyphs likely are less than 50 years old; however, the age of the arborglyphs cannot be determined (Photograph 10). The arborglyphs are small-scale features unrelated to the road.

Bridge (Noncontributing structure)

A bridge (Table 1-Map No. 109; Figure 9) over Chiquita Creek (montane forest zone; MP 11.7) was reconstructed in 2015 on the Fall River Road. Two previous bridges over the creek were constructed in 1932 and 1942; the most recently destroyed bridge was damaged in 2013. The reconstructed bridge is a noncontributing structure because it was constructed after the period of significance. Although the construction style of the bridge conforms to NPS Rustic (Meinecke 1937) and mimics the historic bridge's design, it incorporates modern wood and metal.

The modern bridge consists of a two-layer timber surface and measures approximately 16' in length. The base layer of beams runs perpendicular to the road and extends the entire length of the bridge (12'), whereas the top layer of boards runs parallel to the road and forms a roadway that measures 8' wide. The two-directional layers result in a 2" vertical ledge, which helps demarcate the intended travel lane that is surfaced with sand and gravel. Asphalt pavement is located between the newly constructed timber bridge and the original sand- and gravel-surfaced road, and it supports the two guardrails on either edge of the bridge. The guardrails each consist of two steel I-beam posts flanking a single timber post, all of which are bolted to a length of timber. This horizontal timber is reinforced with two stacked lengths of rectangular steel tubing, and the entire guardrail structure is bolted together. The mid-post of the guardrail is bolted to the base timber layer, and the end posts are set in concrete footers (Photograph 11).

Concrete Pad/Wellhead (Noncontributing feature)

A cast-in-place concrete pad is located on the western edge of the road (MP 3.7), approximately ¼ mile below the summit at Fall River Pass in the alpine tundra zone (Table 1-Map No. 20; Figure 2). The concrete pad measures more than 8" thick by 8' long by 3' wide and has an unknown age of construction. The concrete surface is slightly weathered and has a damaged surface and repairs/patches; it is an unremarkable example of construction and, unlike other elements of the roadway, does not incorporate native materials. A possible wellhead pipe is located immediately south of the concrete pad (Photograph 12). The wellhead pipe is abandoned. The concrete pad and wellhead are small-scale features, likely postdating 1968, the end of the period of significance.

Culverts (Noncontributing features)
During a 2014–15 rehabilitation effort, seventeen culverts were newly built and seven previously existing culverts were repaired to correct erosion damage incurred in 2013 (Wunderlich Jr. 2014:1). These 24 culverts are considered noncontributing small-scale features constructed outside of the period of significance (Table 1-Map Nos. 29, 33–35, 46, 48, 50, 51, 59–61, 77, 80, 84, 86, 89–91, 93–97, 108, and 110; Figure 2–4, 6–9). The 24 noncontributing CMP culverts are located along paved and unpaved sections of the road near steep slopes and drainages in all three environmental zones.

One concrete box culvert with concrete wing walls and abutments was constructed in the montane forest zone and is considered a noncontributing feature. The concrete box culvert is located along a portion of the road paved in 1982 (Table 1-Map No. 115; Figure 11). The culvert measures approximately 5’ tall x 5’ wide x 22’ long (see Photograph 2), and was constructed to cross the Roaring River near the east Alluvial Fan parking lot. Referred to as the Alluvial Fan Bridge or Roaring River Bridge, it was washed out during the 2013 flood and subsequently reconstructed in 2015.

Fences (Noncontributing features, removable)
Buck-and-rail fencing has been installed by the NPS in three areas along the shoulders of the road to deter visitor parking, discourage foot traffic in sensitive locations, and delineate road intersections (Table 1-Map Nos. 27, 121, and 126; Figure 2 and Figure 12). The fencing also is commonly used to abut edges of visitor-created pullouts. The fences vary in length and utilize local unpeeled logs that are easily replaced (Photograph 13). The fences have a rustic appearance and are subject to deterioration. Written records do indicate fences were constructed as part of the original roadway (Way 1920a), but they weather rapidly and have been replaced.

Gabions (Noncontributing feature)
Of the four gabions present along the roadway, three gabions, connected together and treated as one feature, were constructed in 1979, 1981, and 2014 and are noncontributing (Table 1-Map No. 76; Figure 5). The gabions constructed in 1979, 1981, and 2014 use native materials and have a similar appearance to the historic gabion (discussed above), though the integrity of feeling and setting have been compromised due to the expansion of the total area of gabions which alters the view that drivers had during the period of significance. The gabions help stabilize exceptionally steep sections of the road along Mount Chapin’s southern flank (subalpine forest zone), between adjoining switchbacks at approximately 10,000’ elevation (see Photograph 5).

The noncontributing 1979, 1981, and 2014 gabions occur in two tiers between the adjoining switchbacks, the larger tier located on the lower portion of the slope and smaller tiers located higher up on the slope above the first switchback. In 1979, a new section of gabions were added to prevent slippage of the roadway slopes, adjacent to the 1968 gabion, and in 1981 4,800 cubic yards of gabions were installed by crane to reinforce the upper slope (Quin 1993a). The 1979 gabion is approximately 50’ tall and 100’ in length, while the 1981 gabions each measure approximately 35’ tall x 40’ in length. In 2014, sections of the noncontributing gabions were

expanded and repaired, to rehabilitate flood damage from 2013 and additional gabions placed around the mortared retaining wall to prevent further erosion. This rehabilitation adhered to the NPS Standards for Rehabilitation and Guidelines for Rehabilitation Historic Buildings (36 CFR 67).

Gates (Noncontributing features)
Two gates were recorded within the road alignment to restrict access during seasonal closures (Table 1-Map Nos. 157 and 141; Figure 9 and Figure 14), and one gate restricts access to the Willow Park Patrol Cabin (Table 1 Map No. 158; Figure 4). The Willow Park Patrol Cabin is park property used for administrative purposes (Photograph 14) (MP 6.2). The seasonal road closure gate at the beginning of the dirt-surfaced road segment (MP 12) is a single-arm metal swing gate with a "Road Closed" sign mounted to the gate arm; the gate is painted to match the surrounding reddish, rocky slopes. A double-arm metal swing gate painted in the same color is located near the park entrance (MP 57.4-Highway 34A). It also has a "Road Closed" sign mounted to one of the gate arms. The metal work on the gates suggests that they are less than 50 years in age and likely post-date the period of significance.

Signs/Markers (Noncontributing features, removable)
Signs/markers along the roadway are a mix of NPS-Rustic style informational signs (Meinecke 1937), functional posts, and unpeeled logs. Regulatory and directional signs have been added to the roadway as part of ongoing upgrades, including new construction of culverts and during rehabilitation of the roadway. The signs are easily replaced and likely post-date the period of significance. Signs/markers are manufactured of metal and/or wood and include retro-reflective panels or strips. Twenty regulatory and directional signs are posted along paved and unpaved portions of the road (Table 1-Map Nos. 119, 122–124, 127, 128, 130–132, 135–140, and 142–146; Figure 12, Figure 13, and Figure 14). All signs are supported by metal posts. Examples of regulatory/safety signs installed throughout the corridor include: No Parking, Do Not Enter, Speed Limit, and Equestrian Trail Crossing. Directional signage is composed of brown metal panels supported by one or more log posts, typical of the NPS Rustic architectural style with brown paint and cream-colored lettering (Meinecke 1937).

Peeled log poles are restricted to the alpine tundra section of the road. Twenty-eight peeled log poles are located along the road in the upper elevations to delineate the road edge during snowy conditions (Table 1-Map Nos. 1–6, 9, 10, 13, 14, 16, 18, 19, 21, 22, 24–26, 28, 31, 36, 39, 40, 42, 43, 45, 47, and 49; Figure 2 and Figure 3); the logs are set vertically in the ground and measure 12 to 15' high and are spaced as little as 50' apart (Photograph 15). Two locations have a pair of peeled logs, one on each side of the road. All peeled poles have unknown dates of installation. The peeled poles use materials that readily decay and have been replaced in the past, as needed.

Signs with retro-reflective panels are used to delineate roadway features, including culverts, bridges, and, in some cases, the road's edge. These reflectors are either wood posts with a reflective band (Photograph 16); a metal post and rectangular panel with black and yellow

diagonal stripes; or a circular panel supported by a metal post. Other sign posts along the road include mile markers (Photograph 17), wood posts and rectangular panels, trailhead kiosks composed of wood frames, informational panels, and a gable roof with wood shingles.

Integrity

Location

The roadway maintains integrity of location, having only minimal changes from its original alignment. Discrete sections of the original road between MP 13.8 to MP 57.5-Highway 34A have been straightened and bedrock outcrops removed because they obscured oncoming traffic. The unpaved section of the roadway (MP 3 to MP 12) is within the same location as the original roadbed, although modifications have expanded the width, especially at the hairpin/switchback curves. Associated features remain in the same location as originally constructed with the exception of a bridge near MP 13. As the river channel changed with flooding on numerous occasions, the bridge has been replaced three times, most recently in 2014–15.

Design

The structure's design has had minimal changes to the relationship of major features and elements. Elements such as culverts, curbing/spillways/gutters, gabions, guard walls, retaining walls, and rock buttresses remain in place and function as originally designed and constructed, although some repairs and replacements are evident (Photograph 18). Recent additions to the structure such as arborglyphs, concrete pad/wellhead, fences, gates, and signs/markers are generally small in scale and removable and so do not detract from the main road structure. The bridge and concrete box culvert constructed in 2014–15 and three of four gabions are large elements, but do not substantially alter the structure's overall linear design and are designed to maintain the road's overall stability in its historic alignment. The replacement bridge mimics an earlier historic design and the three recent gabions are similar, albeit larger, than the historic single gabion constructed in 1968. The concrete box culvert has a recent design.

Setting

The character of the physical setting remains essentially unchanged from when the structure was first constructed. The road passes through three environmental zones, which provide a sense of remote unspoiled wilderness that originally attracted early tourists to the region. Associated construction elements retain the character of the period of significance except for the addition of three gabions after 1968. These large, massive structures affect limited portions of the structure and only minimally modify the hill slope traversed by the road.

Materials

Materials used in the construction of the roadway and associated contributing elements are for the most part locally sourced and conform to the NPS Rustic characteristics (Meinecke 1937). The road's unpaved surface is graded each year and some new materials added to repair erosion damage. Pavement added in 1959 and 1982 covers less than 25 percent of the entire road's length. Native rocks similar to the surrounding mountains are used to construct the gabions, culverts, boulder curbing, guard walls, retaining walls, and rock buttresses.

Workmanship
Workmanship representative of the period of significance is retained in the contributing small-scale features, most vividly expressed as wet- and dry-laid masonry stonework in the guard walls and retaining walls. The impressive size and amounts of stone used in the construction elements reflects the historic time period. Widening of the roadway and the addition of some culverts, signs, fences, and curbing have improved the road's safety while using workmanship similar to the original construction period.

Feeling
The roadway retains a sense of the historic period of 1913–68 in part because of the slow speed at which travelers must negotiate tight curves and steep slopes. The surrounding terrain also imparts a historic feeling because it lacks modern intrusions, similar to when the road was constructed.

Association
The structure was originally built to facilitate tourism and enjoyment of the trans-divide route, an association that remains unchanged. Modern tourists continue to use the road as a way to access the mountain pass and the Alpine Visitors Center, even though an alternative paved road (Trail Ridge Road) is available.

In summary, the structure retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to adequately convey its historic significance. The structure is significant at the local level for being the first trans-divide roadway in Larimer County and the Rocky Mountain National Park and as the first road built in the Rocky Mountain National Park to cross the Continental Divide, a particularly difficult engineering feat. The road facilitated the nascent tourism industry in the park, an important event in the national parks and Colorado.

The unobstructed views from the road are essentially the same as those experienced by early twentieth century tourists. Regular maintenance of the road and the addition of pavement in 1959 and 1982, construction of gabions in 1979, 1981, 1982, 1984, and 2014, and the 2013–14 rehabilitation of flood damage has not added significantly different materials or workmanship to the structure. Local materials were used during construction of gabions and do not detract from the appearance of the historic road.

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION
ENGINEERING

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

Period of Significance
1913–1968

Significant Dates
1913
1920
1953
1968

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
UNKNOWN (Architect)
COLORADO STATE PENITENTIARY CONVICT LABOR (1913–1916, Horseshoe Park to Chasm Falls)
HOKASONO CONSTRUCTION COMPANY (September 1916, vicinity of Horseshoe Falls)
ROCKY MOUNTAIN TRANSPORTATION COMPANY (1916–1920, Chasm Falls to Grand Lake)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Fall River Road was the first auto route constructed within Rocky Mountain National Park, and one of the first trans-divide roads to cross the Continental Divide.[1].Fall River Road was listed in the NRHP on July 20, 1987 under Criterion A at the local level (NRIS 87001129). The original nomination was under the Multiple Resource Area nomination prepared for Rocky Mountain

[1] The Western Continental Divide refers to the continuous mountain ranges, which span northwestern Canada and Mexico, and separate the watersheds of the continent between those that flow west to the Pacific Ocean and those that flow east to the Atlantic Ocean.

National Park that incorporated the road for its association with Transportation. Fall River Road also meets the registration requirements outlined in the *Historic Park Landscapes in National and State Parks* Multiple Property Documentation Form under the Park Road Systems and Parkways property type (McClellan 1995). Fall River Road further meets the registration requirements outlined in the Colorado State Roads and Highways National Register Multiple Property Documentation Form under the Cultural Routes property type. This National Register documentation form amends the nomination prepared by McWilliams and McWilliams (1985) and revised by Kendrick (1987). Fall River Road is significant under Criterion A (Transportation) and Criterion C (Engineering).

Fall River Road is significant at the local level for its association with Transportation in Rocky Mountain National Park, and is considered eligible under **Criterion A**. It was both the first road constructed in the park and one of the first routes to cross the Continental Divide. The route from Estes Park to Grand Lake to Denver required three days of travel in the early twentieth century. This loop provided scenic vistas and dramatic road grades within the Rocky Mountains that attracted early automobile and bus tourists (see Figure 1), opening the backcountry to tourists, and greatly reducing travel time.

Fall River Road is also eligible under **Criterion C** (Engineering) at the local level as the first trans-divide road in Rocky Mountain National Park. The structure was engineered to traverse rugged terrain and utilized convict labor for a portion of its construction. Further, the road embodies historic road construction techniques employed during the early-to-mid twentieth century.

The structure's period of significance begins from the time of its initial construction, 1913–20, and continues through episodes of improvements, replacements, and rehabilitation through 1968. In June 1953, the upper portion of the road (approximately MP 3–12) was closed and converted to a trail following rock slides that affected nearly 1,200' of the alignment. However, public pressure to reopen the road to motor vehicles led to repairs and rehabilitation of the alignment. The road was reopened to motorized traffic in 1968, which marks the end date for the period of significance.

In September 2013, significant damage to the roadway occurred during severe flooding. This damage and subsequent repairs to the road prompted reevaluation of its eligibility as an individual historic structure. In 2015, the NPS contracted with Logan Simpson to document Fall River Road from the Fall River Entrance Station to the Alpine Visitor Center and prepare a revised NRHP nomination to comply with a mitigation measure outlined in the "Memorandum of Agreement for the Rehabilitation of the Fall River Road," signed on June 19, 2014 between the NPS, Colorado State Historic Preservation Office, and Central Federal Lands Highway Division. This amended documentation considers the impact of repairs to the road conducted in 2014–2015 and previous rehabilitation efforts. The structure was evaluated under all four Criteria and found to be eligible under Criteria A and C and significant at the local level for both criteria.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation and Tourism

The American tourism industry in the mid-nineteenth century was largely limited to wealthy individuals and families that could afford to travel to Europe for what was known as "The Grand Tour" (Towner 1985). The Grand Tour was a way for the elites to introduce their children to high society, to further the education of young adults, to display wealth through travel, and to be seen at numerous social events where fashionable clothes, jewelry, and other displays of wealth were *de rigueur*. Expansion of the American middle class in the late nineteenth century increased the number of people with expendable wealth that sought to raise their social standing through emulation of the wealthy members of society, including travel to faraway destinations. Individuals that could not afford to sail to Europe often opted for local destinations, such as Hot Springs National Park, or travel to cities on the East and West Coasts (Eagles and McCool 2002; Sears 1989). Expansion of national and local railroads beginning in the 1870s made travel increasingly affordable and comfortable, and began to attract people to remote locations in the American West (Shaffer 2001).

Railroads brought the residents of cities to the American West, attracted by news articles, novels, travelogues, and brochures that described exciting events, people, and customs. Many of the published documents that piqued the curiosity of tourists were romantic portrayals of the people and thrilling descriptions of the landscape, but others were lurid tales of remote and dangerous locations (Lyon 1999). Regardless of genres, the literary contributions of numerous authors stimulated travel to the American West. Once they arrived, tourists in the American West had their choice of staying at luxury hotels, spas, and dude ranches. Concomitant with the development of extensive railroad networks was the increase in hotels for travelers, such as the Fred Harvey Company's hotels (Weigle 1989). Hotels that catered to wealthy travelers, such as the Stanley Hotel, offered a social atmosphere similar to the Grand Tour where a large component of a vacation revolved around interaction with other guests during meals or genteel evening entertainment (Volo and Volo 2007). Smaller hotels with less grandiose furnishings emphasized more strenuous outdoor activities, such as horse-back riding. This division between robust and passive activities reflected a part of the country's social differentiation between a new, growing middle class that enjoyed active outdoor sports and the tradition-bound "old money" interests that employed sedentary activities to reinforce social and economic bonds.

As nineteenth century tourism increased, separate literary and political movements were sweeping the country. Transcendentalism, inspired by Ralph Waldo Emerson, Henry David Thoreau, and Walt Whitman, called for a return to nature, realism, and individualism, as well as shedding effete urbanism (Emerson 1862; Schneider 2015). These ideals contributed to tourism in the American West where nature could be enjoyed. The Transcendentalists' call for social activism also meshed with the rise of political and social Progressivism. The Transcendentalists'

distain for expensive lifestyles stems partly as a reaction to Civil War profiteers that largely controlled the economy and government during the Gilded Age, especially railroad tycoons. Use of the automobile, instead of trains, to access recreation centers was an extension of the reaction against railroad tycoons and blended with the Progressivism optimistic outlook that science and engineering would improve the lives of all Americans, not just the wealthy.

The Progressive Era encompassed the period when American engineers completed the largest engineering project of the century, construction of the Panama Canal (1904–14), contributing to the belief that American ingenuity and engineering could overcome any obstacle (McCullough 1977). Social and political activists of the era also pursued the goal of increased access to public lands and preservation of unique landscapes, especially as articulated by John Muir (Muir 1896). As these diverse movements spread, mass-production of automobiles allowed the middle class to become more mobile and explore the nation, all the while bypassing railroads. Automobile travel allowed the public to enjoy more remote places than could be reached by railroads, and at a lower cost while not contributing to the profit of rich railroad owners. This convergence of Transcendentalism, Progressivism, and the availability of affordable automobiles contributed to the public's demand for access to Rocky Mountain National Park and construction of Fall River Road.

Road Building in the National Parks

Automotive and bus tourism became a significant economic force in the United States after the middle class began to purchase increasingly affordable automobiles in the early twentieth century (Belasco 1979). Automobile travelers often sought out public lands as destinations to enjoy the beautiful scenery and avoid more-crowded destinations, following tenets that were part of the Transcendentalist movement. President Theodore Roosevelt, a powerful force in the Progressive movement, encouraged visitation and preservation of public lands through the creation of National Reserves (later termed National Forests), monuments, and parks. Land that was to become Rocky Mountain National Park, our nation's tenth national park, was withdrawn from public domain on January 15, 1915 for inclusion in the Medicine Bow Forest Reserve, later called the Arapaho National Forest. At that time, the Arapaho National Forest was administered by the Department of the Interior (Interior).

The NPS was created by Congress on August 25, 1916 with passage of the Organic Act (39 Stat. 535), legislation that gave the NPS a mandate to supervise, manage, and control national parks with the explicit purpose of accommodating visitors. Section 3 of the Act of August 25, 1916 (16 U.S.C. 1, 2, 3, 4; 39 Statue 535, Section 3) states, "the Secretary of Interior…may also grant privileges, leases, and permits for the use of land for the accommodation of visitors in the various parks, monuments, or other reservations herein provided for…" (emphasis added, Library of Congress 2015; NPS 2016). Tourism in the American West increased following establishment of the NPS as additional lands became available for visitation.

Prior to formation of the NPS, the 1901 Right of Way Act allowed the use of public land for construction of rights-of-way for electrical power, telephone and telegraph communication, and

irrigation and water supply roads (Library of Congress 2015). Although this act did not specifically advocate for construction of roads across public lands, it did affirm the right of entry for linear structures across public lands, an essential precondition for construction of roads in the national parks.

Interest in automobile-based tourism grew throughout the United States in the early twentieth century, but early roads on public lands were often absent or substandard. Moreover, the official stance of Interior, which managed the National Reserves, was that automobiles should not be allowed on public lands. This attitude at Interior started to change in 1907 when the Hot Springs Reservation in Arkansas (the earliest federal lands set aside as a national park in 1832) underwent considerable landscape development, including the construction of carriage roads to access overlooks and an observation tower (Shugart 2013).

The demand for roads within public lands gained further traction in response to overwhelming public support as part of the Progressive Era's prevailing belief that public lands should be accessible for tourism and because of Congress' mandate for the NPS to encourage access to public lands. Other public agencies—especially the Office of Public Roads (OPR), the precursor to today's Federal Highway Administration—also were directed to enhance road development throughout the nation. Private groups (e.g. Colorado Automobile Club, Lincoln Highway Association, and League of American Wheelman) pressured state and federal agencies to improve local, state and national roads, a part of the Progressive Era's advocacy for better infrastructure.

Around 1910, the OPR assisted Interior with developing the first roads in national forests in collaboration with the Crater Lake Highway Commission. This local commission advocated for road construction in and around Crater Lake National Park to make the park's lands more accessible and enhance tourism (Begley and Carr 1995). The Commission's proposal for using private and county funds to build and finance the Crater Lake Highway became the model for roads in other national parks, including Fall River Road.

An equally important event in the history of road construction in national parks occurred in 1914 when Logan W. Page, director of the OPR, sent an engineer and a survey party to Yosemite National Park to plan road construction within the park. As a result of the successful Yosemite project and to handle the high demand for roads from other national parks, Page established the Division of National Park and Forest Roads within the OPR and under the direction of T. Warren Allen. Plans for construction and maintenance of roads in national parks were given a further boost when Interior and the Department of Agriculture established a protocol for cooperation with the OPR (Begley and Carr 1995). Further assistance came with passage of the Federal Aid to Highways Act in 1916, which included allocation of $75,000,000 over a five-year period to be distributed to state highway authorities, partially with the goal of building approach roads to national parks. These highway funds were administered through the OPR, which was reorganized in 1915 as the Bureau of Public Roads (BPR) (Begley and Carr 1995).

By 1923, the few roads constructed in the national parks were considered substandard and did not measure up to the quality of state highways constructed either with or without federal aid (Begley and Carr 1995). The roads in national parks were often narrow and rutted, whereas new state highways, even when not paved, featured high crowns, functioning ditches, and reasonable grades. Despite the poor quality of roads in national parks, more than 270,000 drivers visited the national parks in 1923 (Begley and Carr 1995). In 1924, Congress authorized $7,500,000 specifically for road construction in national parks.

From 1916 to 1925 the national parks had no road construction standards. Beginning in 1925, the NPS adopted the BPR standards for road construction. The BPR standards included appropriate cross-sections for 18', 16', 10', and 8'- wide roadways, although some variation was allowed, especially for greater widths where the roads curved. On January 18, 1926, the NPS and the BPR signed an inter-bureau agreement that established formal working procedures between the two agencies (William Carnes, cited in Begley and Carr 1995). This inter-bureau agreement established the NPS Division of Landscape Architecture as the designer of park road aesthetics (e.g., location, viewpoints and vistas, architectural character, and following the natural contours), whereas the BPR was responsible for survey, construction, reconstruction, and improvement of roads and trails within national parks. The Bureau's engineer supervised the various projects, managed the surveys, and prepared the plans and specifications in close consultation with the park staff and landscape engineer. The Secretary of the Interior awarded construction contracts on competitive bids, and the BPR was responsible for supervision of contractors on major roads projects. NPS landscape architects inspected and supervised the construction of bridges and guard walls (McClelland 1998). "Virtually all of the early construction in Rocky Mountain National Park and many later designs through the 1930s were closely associated with Thomas C. Vint". As Landscape Engineer, he approved most of the plans from the Western Field Office (MRA 1987).

Construction of Fall River Road occurred in the period of time after the NPS was created, but before standards were in place to govern how roads should be constructed.

Roadways in Rocky Mountain National Park

The various roadways which traverse Rocky Mountain National Park were adapted from a series of private, county, and state roads constructed before the park was established in 1916 (Quin 1993b). The first people known to have traveled through the area were members of the Ute and Arapaho tribes, who traveled by foot over the mountains to access prime hunting grounds (Quin 1993b).

The earliest recorded Euro-American activity near the Rocky Mountain National Park came with Joel Estes and his son, Milton, who arrived in the area in October 1859 from Fort Lupton after following game trails to the west. In 1859, the Estes family developed a small tourism business catering to travelers; however, the family left the area by 1869, purportedly because of the harsh

winters (Quin 1993b). Joel Estes created the first wagon road in the vicinity of the future park, which followed the alignment of an existing game trail and facilitated wagon travel between Lyons and Estes Park (Quin 1993b).

Two roads were started in the 1870s that approached land that was to become the park. The Colorado Territorial Legislature awarded a franchise to Alexander Q. McGregor for a toll road that followed the St. Vrain River northwest from Lyons into the Big Thompson River Valley and ending at Estes Park (Quin 1993b). Six years later, the Reverend Elkanah J. Lamb and his son, Carlyle, cut a road from Estes Park to the base of Longs Peak by way of Lily Lake with a trajectory generally following the current alignment of Colorado Highway 7 (Quin 1993b).

Railroads accessing the Rocky Mountains were often constructed to transport mineral wealth (Frazer and Strand 1997). In the absence of commercially valuable mineral near Fall River, no railroads approached the park. The closest railroad was in Lyons, southeast of Estes Park. The 26 miles separating the national park from the railroad in Lyons hampered development of the early tourism industry. However, the advent of automobiles and better roads made it possible for more visitors to reach the park.

F. O. Stanley, co-inventor of the Stanley Steamer automobile, acquired holdings in Estes Park in 1903 and was determined to pilot one of his automobiles from Estes Park to the railroad in Lyons. In order to achieve this goal, Stanley constructed the North St. Vrain Drive, today designated as Highway 36 (Quin 1993b). In 1909, Stanley completed the design and construction of the luxurious Stanley Hotel and employed a fleet of Stanley Steamer buses to convey hotel guests from Lyons to the base of Longs Peak (Atkinson n.d.). Stanley was also heavily involved in the Estes Park Protective and Improvement Association, a group formed for the conservation of the area's natural scenery. This organization oversaw the construction of the High Line Drive, a scenic loop road which ran along the Fall River, crossed Deer Ridge, and returned to Estes Park near the Big Thompson River (Quin 1993b).

By the end of the first decade of the twentieth century, the Estes Park area included the Stanley Hotel as well as several "resort ranching" complexes (dude ranches), lodges, and campgrounds that catered to tourists. Owners of these properties, along with members of the Estes Park Protective and Improvement Association, began to lobby for the creation of a national park that would conserve Longs Peak and the surrounding natural resources (McWilliams and McWilliams 1985; Kendrick 1987). Initially, the parties involved, many of whom worked in the tourism industry, recognized that the transition from railroad to automobile travel would make the area more accessible to visitors, leading to higher demand and increased profits (McWilliams and McWilliams 1985; Kendrick 1987). However, as automobile traffic to the area increased, motor courts, cabins, and hotels began to replace the resort ranches, causing many of the older establishments to go out of business. Road building in the area proved to be problematic for not only resort ranch owners but also conservationists, who were concerned that the construction of additional roads would lead to the permanent scarring of the natural landscape (Meinecke 1928, 1934; McWilliams and McWilliams 1985; Kendrick 1987). In order to address this concern,

Interior acquired abandoned resort ranch properties and removed structures and buildings with the intent of returning lands within the future Rocky Mountain National Park to their native status (McWilliams and McWilliams 1985; Kendrick 1987).

One of the first roads in the park, construction of the Fall River Road started in June 1913 using convict labor that lived near the road (Figure 23). The convicts were supplied by the Colorado State Penitentiary; money from Larimer County provided for equipment and tools. As originally envisioned, Fall River Road would connect to roads that linked Grand Lake and Denver, thus creating a loop through Denver, Grand Lake, and Estes Park. In 1914, 56,000 visitors to the region were recorded, with over 10,000 automobiles traveling on only partially completed roads (Quin 1993b). The formation of Rocky Mountain National Park the following year brought even more visitors to the area, for which the park's road system was not prepared (Quin 1993b).

In 1915, the park's highly inadequate road system was of prime concern to C. R. Trowbridge, Interior's "Acting Supervisor" of Rocky Mountain National Park (Quin 1993b). Administration of the park as a whole proved to be exceedingly difficult for Trowbridge, as there was no way to travel between Estes Park to the east and Grand Lake to the west without a long journey south over Berthound Pass (Quin 1993b). Trowbridge began to push for the completion of Fall River Road, a joint project of the state of Colorado along with Larimer and Grand counties that followed Fall River and crossed the Continental Divide before turning south and arriving at the town of Granby (Quin 1993b). In addition to the Fall River Road project, several roads south of and unconnected to Fall River Road, were in the midst of construction or recently completed when Trowbridge was appointed to the park. These roads included the "Road to Sprague's," a 1.5-mile grade built by Abner Sprague to provide access to his resort in Glacier Basin, and a 2-mile private road from Sprague's Resort to Bear Lake. In 1916, both of these roads were rehabilitated and connected to become the present-day Bear Lake Road, which runs through the park (Quin 1993b).

Several other small roads, all under various private and state jurisdictions, had also been built in various parts of the park before 1915. Near the southeastern edge of the park, the Arbuckle Supply & Water Company had built a 1.5-mile track from Copeland Lake west toward the Wild Basin area to facilitate maintenance on the company's storage dams (Quin 1993b). Another small, 1.25-mile track connected Horseshoe Park to Beaver Creek. In addition, Grand County had completed construction of 1.75 miles of road from Grand Lake (just outside of the southwestern boundary of the park) that was intended to serve as the western segment of Fall River Road (Quin 1993b).

By 1916, the new park superintendent, L. Claude Way, was charged with managing more than 55 miles of roads within Rocky Mountain National Park. However, only 5 of these 55 miles—consisting entirely of the newly-completed Bear Lake Road—were under Federal jurisdiction. Moreover, in 1916 the NPS was officially banned from using federal funding for non-federal roads. Because the ownership of various roads within the park boundary was shared among multiple parties, few improvements to the road system were completed during the first few years

after the park's opening. What little could be done by the NPS included the 1917–18 construction of a small spur road from the eastern edge of the park to Glacier Basin, just north of Sprague's Resort (Quin 1993b).

Despite the primitive roads within Rocky Mountain National Park, the NPS did publish a pamphlet in 1917 entitled "Useful Hints to Motorists," which established regulations for the use of automobiles in the park. According to the publication, cars could only access the park between the hours of 6:30 AM and 9:30 PM, and the speed limit ranged between 12 and 20 miles per hour. These guidelines warned visitors about the inevitable dangers of the park roads, but claimed the government was not responsible for any accidents (Quin 1993b).

Several of the roads remained incomplete due to inclement weather and lack of funding, while those which had been completed did not yet have permanent roadbed surfaces. Numerous accidents occurred each year, sometimes resulting in fatalities. Superintendent Way became increasingly frustrated with his limited $10,000 annual budget, which made even the most basic maintenance on the park's NPS-owned roads exceedingly difficult, a concern which he outlined in his 1919 annual report (Quin 1993b).

In May 1919, Commissioner E. A. Sommers obligated $20,000 of the Colorado State Highway Commission's annual budget towards the repair of the state roads within the park. Together, the state of Colorado and Larimer County improved the Longs Peak Road, south of Estes Park. In 1920, the park's $10,000 annual budget limitation was lifted, and the park received an appropriation of $60,000, much of which would go toward completion of Fall River Road and grading and drainage improvements to the Moraine Park and Glacier Basin Roads, south of the Fall River Valley. Superintendent Way's 1920 report proclaimed that "the roads were in a much better condition that they had been at any time during the last four years" (Way 1920b).

With improvements complete on many of the park roads, automobile tourism to the area grew dramatically. For visitors who did not own a vehicle, cars-for-hire—often employed by local hotels—provided transportation from the Lyons railway station to the park. However, the NPS soon entered into an exclusive contract with the Rocky Mountain Parks Transportation Company (RMPTC), allowing only cars-for-hire operated by the RMPTC to enter the park. This agreement proved to be very upsetting to many local hoteliers, including Enos Mills, the "father of Rocky Mountain National Park" and owner of Longs Peak Inn (Buck 2015). Mills and other hotel owners generally ran independent car-for-hire services to provide transportation and sightseeing trips for guests, which generated additional profit. The new monopoly by the RMPTC shut down this practice and forced many of the local private operations out of business (Quin 1993b). Mills began to challenge the new system by sending one car per day to the park, only to be ordered out by park rangers. Other local services began to follow suit, causing "acute" traffic problems and raising tensions between local business owners and park administrators, as some disgruntled car-for-hire drivers went as far as attempting to run down park rangers with their vehicles (Quin 1993b). Mills filed suit with the United States District Court arguing that the NPS "did not have jurisdiction over the park roads and consequently had no authority to ban any vehicles from

using them" (Quin 1993b). At the time, the NPS had just entered into a legal battle to gain control of all roads within RMNP and wished to stay out of court. The case was dismissed by the District Court; however, the problem continued on for the next six years, with only 15 percent of park visitors utilizing the RMPTC during the program's operation.

Creation of the RMPTC affected only independent car-for-hire services, and by 1921 more private vehicles than ever entered the park. After the completion of the long-awaited Fall River Road in 1920, nearly 30,000 vehicles traveled the steep and treacherous road within its first year of operation (Quin 1993b). The state of Colorado completed the Big Thompson Road between Estes Park and Loveland in 1920, and it was immediately put to use as an entrance road to the park. Superintendent Way's 1921 report stated that all dangerous areas on park roads had been widened to 18', but additional work would be needed to complete the bridges and drainage infrastructure. Shortly after publishing this report, Way resigned as superintendent, and Roger W. Toll was brought in from Mount Rainier National Park as the new superintendent (Quin 1993b). Toll was also concerned with the safety of the park's narrow roads and called for the replacement of the park's timber bridges with metal spans. In addition, Toll proposed that Fall River Road be connected over Fall River Pass with either Moraine Park Road or the High Drive (formerly the High Line Drive), a suggestion that would ultimately lead to the construction of the Trail Ridge Road (Quin 1993b).

In 1924, a $7.5 million budget was appropriated to the NPS for improvements and extensions of roads within the national park system. However, because so few roads in Rocky Mountain National Park were controlled by the NPS, only a small portion of this figure was awarded to the park. In 1926, the NPS, in an attempt to gain jurisdiction over all roads in the park—including the Larimer County-owned Fall River and High Drive—stated that nearly $700,000 would be withheld from Rocky Mountain National Park and transferred to Yosemite National Park for road improvements if private, county, and state-owned roads were not ceded. Although many Estes Park hoteliers and innkeepers began to show support for the cession, private interests remained resistant to the idea because they feared that their water rights may be confiscated or that the park would begin to charge an entrance fee (Quin 1993b). By 1927, Colorado had still not ceded jurisdiction, prompting the Secretary of the Interior, Dr. Hubert Work, to threaten the abolishment of the entire park if cession of roads continued to be held up. This ultimatum, along with a vow by the NPS to construct a new scenic trans-divide highway (the future Trail Ridge Road) if road rights were ceded, contributed to the 1928 passage of cessation legislation, signed by President Calvin Coolidge.

In 1929, shortly after the jurisdictional problem of roads within Rocky Mountain National Park was settled, Superintendent Toll was transferred to Yellowstone National Park and succeeded by Edmund B. Rogers of the U.S. Geological Survey. In the spring of the same year, plans were released for the "Deer Ridge Highway over Fall River Pass," later referred to as the Trail Ridge Road, which was budgeted for $1 million (Quin 1993b). A portion of the modern Trail Ridge Road, currently Highway 34A (MP 57.5 to MP 13.8 of the nominated Fall River Road) was

originally constructed as part of the historic Fall River Road. The planned length of the Trail Ridge Road was 17.2 miles, and clearing of the area was initiated by the Las Animas firm of W. A. Colt and Son in late 1929. However, adverse weather conditions, which often prevented work from fall until the following spring, slowed the project's completion to three years, with construction wrapping up in August of 1932 (Quin 1993b).

A unique feature of the Trail Ridge Road project was its budget allotment for landscape protection measures, accounting for 15 percent of the overall cost. Large pieces of timber salvaged during clearing operations were used as lumber in new park building projects, while smaller pieces were sold in the park as firewood. Native stone encountered during blasting operations was reused to construct retaining walls and culvert headwalls, and Alpine sod was used as covering for embankments (Quin 1993b). This reuse of local materials is in keeping with the Meinecke Plan, as adopted by the Forest Service in 1932, which influenced the "National Park Service Rustic" style. The goal of the Meinecke Plan was to minimize the impact of development on the native landscape and blend the built environment with nature (Brock 2005; Meinecke 1928, 1934, 1937). Although the Trail Ridge Road was officially opened to Park visitors in July of 1932, improvements occurred over the next two decades, including the construction of masonry retaining walls, addition of landscaping, enlargement of parking areas along the road, and eventual extension of the overall road length. In 1940, the final 2.8-mile segment of the Trail Ridge Road was constructed, although a bituminous surface was not applied until 1949 after budget restrictions related to the World War II effort had been lifted (Quin 1993b).

In 1932, along with the opening of Trail Ridge Road (including a portion of modern Highway 34A that was a part of the original Fall River Road), the Landscape Division of the NPS began releasing master plans for each park that provided detailed instructions to guide the construction of "trail systems, roads, buildings, and […] projects for major and minor development areas" (Brock 2005; Tweed et al. 1977). These plans were designed to provide tourists with facilities that were as "inconspicuous as possible" (Brock 2005) reusing local materials in new park infrastructure. This convergence of centralized planning and the Meinecke Plan contributed to the "National Park Service Rustic" style that was integrated into all national parks. The 1938 Rocky Mountain National Park Master Plan (7th edition) was a 20 page document that outlined an implementation strategy for the Meinecke plan.

A road cleanup program was established in Rocky Mountain National Park in 1930 that directly affected a portion of Fall River Road outside of the current NR-nominated roadway. Most road work in the park during the Great Depression was directed towards construction and reconstruction of the Trail Ridge and Bear Lake Roads, as well as some smaller spurs. Depression-era work on Fall River Road was limited to a cleanup project west of Fall River Pass (Quin 1993b). Portions of Fall River Road west of the pass were obliterated because they were bypassed by the Trail Ridge Road.

The development of Rocky Mountain National Park's road system drew an unprecedented number of visitors to the park in the postwar years, following the lifting of gasoline and tire rationing. David H. Camfield, park superintendent in 1937–43, observed that road maintenance funds were still sparse and that the existing park roads were not prepared to handle a heavy influx of traffic (Quin 1993b). The eastern approaches to the park, including the road from Estes Park to the Fall River Entrance, were reconstructed in the late 1940s. The final road building program sponsored by the federal government near the park was the Peak-to-Peak Highway, completed by the Forest Service just before World War II. The new road was designed to provide a connection between Pikes Peak and Longs Peak. This highway connection today provides access to the Rocky Mountain National Park's approach road, starting at Estes Park (Quin 1993b).

Traffic conditions became increasingly more severe by the mid-1950s, when parking lots, trailheads, turnouts and scenic overlooks were consistently overcrowded. In an attempt to alleviate the road problems as well as other problems that were beginning to crop up in National Parks, Conrad Wirth, Director of the NPS, set forth a new plan called "Mission 66" in 1955 (Bzdek and Ore 2010). This plan sought to improve "deteriorated and dangerous conditions in the national parks, the result of a massive visitor boom after World War II" (Bzdek and Ore 2010). Between 1956 and 1966, over $1 billion was spent on updating national park infrastructure, including the construction of 100 visitor centers. Mission 66 projects in Rocky Mountain National Park included the construction of three visitor centers, ten roads and trails, two day use areas, six campgrounds, two ranger stations, four amphitheaters, three concessioner facilities, several residences for park staff, and a maintenance and utility building. A new entrance station and kiosks were constructed at the eastern end of Fall River Road in 1961, and the road itself underwent improvements adhering to new national park standards in both 1959 and 1968 (Bzdek and Ore 2010). The Alpine Visitors Center was constructed at the top of Fall River Pass in 1963 (Bzdek and Ore 2010).

Developmental History of Fall River Road

The first people known to have traveled through the Fall River Valley were members of the Ute and Arapaho Tribes, who travelled through the Rocky Mountains to access prime hunting territory. A trail along the western slope of Mount Chapin was used to haul game from one side of the range to the other. As dogsleds were commonly used to make the journey, the trail became known as "Dog Trail" (Quin 1993a; Willy 1916). No physical remains of the original trails are present within the Fall River Road's boundary increase.

Euro-American settlement on the western slope of the mountains developed in a very different manner than that of the eastern slope, such as the Estes Park region. The earliest settler at Grand Lake, Joseph Wescott, was a trapper and prospector who came to the area in 1867. He was followed by Joe Shipler, who arrived in 1876 and opened a silver mine on present-day Shipler Mountain. Shipler was in the vanguard of a small mining boom around Grand Lake, which became a commercial center known for selling mining supplies and accommodations to the

region's miners (Quin 1993b). However, the mining boom was short-lived, having largely played out by 1883. Tourism soon replaced mining in this region of mountains and lakes, which became known as the "American Switzerland" (Bowles 1869; Quin 1993b:9).

The movement towards conservation of the public land that would later comprise Rocky Mountain National Park began in 1905 with the expansion of the boundaries of the Medicine Bow Forest Reserve by President Theodore Roosevelt. The Colorado portion of the Reserve, including the land on either side of Fall River Pass, was dedicated as the Colorado National Forest in 1910. Creation of the National Forest increased tourism in the region, and soon local boosters began to advocate for a road that would follow an alignment across the continental divide and link the eastern and western portions of the Forest (Quin 1993a).

The impetus for construction of a road through the National Forest raised the question of funding for its development. Expressing concern regarding the proposed use of county funds to construct a road along the Fall River, an article in the *Fort Collins Weekly Courier* from May 16, 1913 noted that it was likely the land would soon be designated as a national park, and the road would then come under the purview of the NPS. This article proposed that Larimer County Commissioners wait to confirm the park's designation before expending road construction funds (*Fort Collins Weekly Courier* [FCWC] 1913a). Contrary to the newspaper article's recommendation, however, the county commissioners entered into an agreement with the Colorado State Highway Commission to construct a road between Estes Park and Grand Lake along the Fall River. In June 1913, road construction was started using convict labor supplied by the Colorado State Penitentiary at Cañon City (Quin 1993a).

A 1905 bill introduced by Senator Moses E. Lewis of Fremont County authorized the use of convict labor on public roads and highways. The bill set forth processes for acquiring convict laborers, requiring county authorities to submit a written request to the Warden of the State Penitentiary (*Good Roads* 1914). Colorado had the nation's largest pool of convict laborers working on road construction projects from 1899 until the late 1920s. By August of 1913, 38 men were working on the Fall River Road while stationed at a camp made up of cabins and tents at Horseshoe Park (Quin 1993a). Over the next year, the *Fort Collins Weekly Courier* and *Estes Park Trail* regularly reported on the activities of the convict laborers, noting additions to the work crew as well as detailing assigned duties, such as rock blasting and wall construction (Quin 1993a; *FCWC* 1913b). The system of convict labor was disbanded following complaints that the practice posed unfair competition to private businesses (Autobee and Dobson-Brown 2003). Although the inmates occupied the camp at Horseshoe Park for a relatively short period of time, subsequent construction crews are thought to have utilized the cabins following their departure, which remained standing in the 1940s (see Figure 23). In 2003, the former convict cabins site was subject to archaeological investigation, revealing several shards of window glass, the remains of building foundations, a root cellar, tent platforms, and a possible powder magazine (Butler 2008).

As originally envisioned, Fall River Road was intended to connect to another road that already linked Grand Lake and Denver, thus creating a loop through Denver, Grand Lake, and Estes Park. As a local news article predicted at the time, ". . . the Fall River drive is destined to become one of the most famous scenic highways in the Rockies" (*Estes Park Trail* June 14, 1913:21). However, not everyone regarded the road as a positive development; a news article in the *Fort Collins Weekly Courier* (*FCWC*) noted that an injunction had been filed to stop Larimer County Commissioners from expending funds on construction of the road. The concern of many local business leaders and members of the Good Roads Association was that the road would not benefit the local taxpayers who would fund the road's construction (*FCWC* 1913c). However, the injunction was temporary in nature, and news reports from late 1913 noted that convict labor had completed 10,000' of roadway (less than 2 miles) by that time (*FCWC* 1913d), which made clear that the injunction had not stalled the construction effort.

In February 1914, the Larimer County Commissioners and State Highway Commission agreed to spend the remaining $7,600 raised by the county for construction of Fall River Road, provided that all further construction costs would be absorbed by the state. While the plan was to continue to use convict labor, it was estimated that the total cost to construct the road would amount to at least $30,000 (*The Steamboat Pilot & Today* [*SPT*] February 18, 1914:1). Regardless of the cost, the pace of construction was slow, with only 2.5 miles of road completed by the end of 1914. The slow progress of the approximately 3,200' completed between November 1913 and the end of 1914 was probably attributable to bedrock encountered near Horseshoe Falls (Quinn 1993a). When the land to become Rocky Mountain National Park was withdrawn from public domain on January 26, 1915, the eastern segment of Fall River Road extended no farther than the Horseshoe Falls area. By comparison, Grand County on the west side of Fall River Pass also had completed only 2 of the 16 miles needed to connect Grand Lake with Fall River Pass (Quinn 1993a). Park officials, upon assessing the road's progress, began to press for faster completion of Fall River Road (Quinn 1993a).

Minimal improvements were carried out on the road in 1915. In August 1916, however, Larimer County accepted bids to construct an additional 2-mile segment of Fall River Road. The contract was awarded to the lowest bidder, the Hokasona Construction Company of Denver (*FCWC* August 18, 1916:8). Over the next month, derisive newspaper articles were published about the Japanese-owned company and its predominantly Japanese labor force. After less than six weeks from award of contract, the majority of the Japanese laborers had left the jobsite (*FCWC* September 8, 1916:3; September 29, 1916:2). Inclement weather probably limited the amount of work that could be accomplished.

The year 1916 also marked the period when the Supervisor of Rocky Mountain National Park, C. R. Trowbridge, requested the United States Geological Survey (USGS) perform a formal survey of the proposed road alignment. The surviving five page survey map by William O. Tufts (Tufts 1916) is printed at 1" = 400' scale and is nearly illegible (Figure 24). After the survey, the USGS proposed two alternative alignments to connect the eastern (Estes Park) and western (Grand Lake) road segments, one of which went through Chapin Pass and the other ran through

Fall River Pass (Quin 1993a). Except for the survey, the federal government did not provide appropriations for construction of the route, which remained the responsibility of the State Highway Commission (Quin 1993a). Construction of Fall River Road stopped when the United States entered World War I; work resumed in late 1918 (NPS 2008).

In 1918, Park Superintendent L. C. Way's monthly noted that there was still no agreement regarding the adoption of the upper or lower alignments for Fall River Road. Superintendent Way stated that members of the Denver Civic and Commercial Association had visited in August 1918 and were in favor of the upper route. However, the Highway Commission preferred the lower route because it was anticipated that the upper route would cost an additional $50,000. Superintendent Way also noted that, although the NPS preferred the upper route, their priority was to have a road completed across the Continental Divide as expediently as possible (Way 1918). In late 1918, the Hokasono Construction Company, a Japanese-American contract labor company, completed some work on the eastern segment of Fall River Road (Kane 2014; Quin 1993a). Owner Naoichi Hokasono, also publisher of Colorado's first Japanese-language newspaper, encouraged Japanese immigration by offering employment with various construction projects and factories throughout the western U.S., including the Fall River Road (Hosokawa 2005). Progress was slow, however, and work was transferred to Hokasono's foreman, N. I. Jacobson, shortly thereafter (Quin 1993a).

In 1918, the crew working in Grand County led by Richard W. McQueary, foreman of the western segment of the road, had cleared the route as far north from Grand Lake as Poudre Lakes (i.e. 3.5 miles southwest of Fall River Pass) (Quin 1993a). At the end of 1918, the Colorado State Highway Commission agreed to construct the upper route and appropriated an additional $60,000 to complete the road (*The Creed Candle* 1918). The County Commissioners protested this decision but ultimately acquiesced, and in July 1919 the State and County commissions brokered a deal with the NPS to take over ownership and maintenance responsibilities of Fall River Road once it was completed (*FCWC* 1919).

In the spring of 1920, Richard McQueary and John Jacobson supervised a crew of 50–60 paid workers and began the work of overseeing the completion of the last two-mile connecting segment of Fall River Road, west of MP 3 (SPT 1920). Richard Quin (1993a:10), in his history of the road, describes how most of the work was carried out by hand with picks and shovels and with horses and mules that pulled out stumps and pulled fresno scrapers (Figure 25). It was not until the fall of 1920 that crews finished the remaining section of the road, and it was opened to the public in the latter part of September (Quin 1993a). Construction of the road cost a total of $300,350.79 (Quin 1993b), of which state and local governments spent almost $262,000, whereas the NPS contributed roughly $37,000 towards construction and maintenance costs of Fall River Road from 1915 to 1923 (Quin 1993a).

As originally completed, the graded road varied in width from 8 to 10' and reached grades as steep as 16 percent as it climbed in altitude from roughly 8,240 to 11,796' (Quin 1992a). The route included 16 switchbacks or hairpin turns with radii as short as 20', making the ascent often

precarious (Quin 1993a). Improvements to the road began in 1921, including enlarging the hairpin turning radii to accommodate busses and the addition of 27 pipe culverts in 1922 (Quin 1993b). However, inclement weather created washouts, deep mud puddles, and rockslides. During the winter months, the route always was covered with snow, and clearing snow and fallen trees in the spring was a massive undertaking (Figure 26). Methods to remove the snow included steam shovels and dynamite (Quin 1993a).

A newspaper article from July 1921 chronicled the difficult travel conditions following an unusual summer snow storm. The author noted: ". . . big snow banks line the road for a distance of several miles, not continuously of course. These snowbanks drain right into the road and render it almost impassable. It is possible in many places to reach out of the car and grab handfuls of snow." (*SPT* 1921:6) The author predicated that the road would only be open to automobile traffic for two months of every year (*SPT* 1921).

In the fall of 1922, Park Superintendent Roger Toll called for the construction of new safety improvements, which included widening the road and the installation of guard walls. An *Estes Park Trail* news article from August 1922 noted, ". . . the switchbacks are being widened and safety retaining walls built so that there will be little danger of an unruly car plunging over a bank and the widening will permit all cars to make the curves without being compelled to back up." (*Estes Park Trail* 1922) Despite the constant maintenance required, the route remained a very popular tourist attraction with a purported 30,000 persons having travelled over the road in 1922 (*Estes Park Trail* 1923).

By the mid-1920s there were calls to widen the entire length of Fall River Road to 20' and construct a new, secondary route (Quin 1993a; *SPT* 1927). Stephen A. Wallace of the BPR conducted a survey and recommended construction of a new road along Trail Ridge instead of making improvements to the existing alignment of Fall River Road (Quin 1993a). Pending construction of a new road, renovation of Fall River Road was delayed until 1925 to improve two dangerous curves near Chiquita Creek (Quin 1993b). Bedrock outcrops located east and west of Chiquita Creek were removed to create a wider road for two-way traffic and allow drivers to see approaching traffic. In 1929, a retaining wall near Endovalley Campground was in danger of collapsing, but it was replaced in the spring. At the same time, a 700' long stretch of the road was widened to allow cars to pass. An additional 1,000' of roadway between Chasm Falls and Endovalley was widened and reconfigured in 1931 to reduce the slope, a significant historic alteration to the road (Quin 1993b).

Until 1929, Fall River Road remained under the ownership of the State of Colorado. A proposed agreement to transfer the land to the NPS fell through in 1927, at which point the NPS withheld all funding for further road improvements. In February 1929, the state agreed to transfer the land to the NPS; as a result of the transfer, $1,750,000 of funding for road building was released for Rocky Mountain National Park (*SPT* 1929). The NPS promptly decided that a second route should be constructed to replace Fall River Road. According to notes from the Park Superintendent Edmund B. Rogers dated April 10, 1929, "The Secretary of the Interior has

authorized the awarding of a $200,000 contract on the Trail Ridge Road, which will afford a standard 18' roadway, to take the place of the present narrow and heavy grade Fall River Road on the east side of Fall River Pass" (Rogers 1929a). The new route, located on top of the ridge line (Trail Ridge Road), was anticipated to have less snow accumulation and resultant road damage (Rogers 1929b; Quin 1993a).

The lower section of Fall River Road from the Fall River Entrance Station to approximately Sheep Lakes underwent improvements from 1929–1932 and incorporated into the Trail Ridge Road (Highway 34A). The Trail Ridge Road was completed and opened to the public in 1932 and became immensely popular as the majority of park visitors arrived through the Fall River Entrance Station, west of Estes Park. A park superintendent's report for October 1933 noted that 47 percent of the park's visitors had made the trip between Estes Park and Grand Lake over the Trail Ridge Road in that year, bypassing Fall River Road (Rogers 1933a). Due to its rising popularity as well as an alteration to the park's eastern boundary, plans were drawn for the realignment and re-grading of Fall River Road between the entrance station and Horseshoe Park (Figure 27). This project involved remediation of a steep grade and a sharp curve (Rogers 1934a); the contractor, Everly and Allison, completed culvert construction and grading for the new alignment along the modified alignment before May 1934 (Figure 28) (Bureau of Public Roads 1930; Rogers 1933b, 1934b).

Completion of the Trail Ridge Road in 1932 bypassed portions of Fall River Road that were west of Fall River Pass. These bypassed sections of the road were obliterated in 1934 by the federal Civilian Conservation Corps (CCC), a program for unemployed men established under the Emergency Conservation Work Act of 1933 (Rocky Mountain National Park 1959). Two CCC work camps were established within the park: one at Horseshoe Park and one at Hollowell Park. Each camp consisted of more than 150 enrollees. The workers at Horseshoe Park camp (NP-1-C), outside of the currently proposed NRHP boundary amendment, were sent to work on projects along Fall River Road, including the obliteration of a 2.5-mile section of Fall River Road between Fall River Pass and Poudre Lakes (Rogers 1934b). The removal of this segment of road effectively cut off Fall River Road from its original west-bound loop (Moynahan and Matthews 1934). In 1935, CCC projects obliterated portions of the original Fall River Road at high altitudes. CCC administration reports noted the difficulty of this task, as it required restoration of the original mountainside slopes (Rodgers and Barrows 1935). At lower elevations, a portion of the road in Horseshoe Park also was obliterated (Quin 1993b). The NPS obtained an appropriation from Congress for road construction in 1937 totaling $4.4 million. Rocky Mountain National Park was given $69,300 of this amount for improvements to Fall River Road (*Butte Montana Standard* 1937). The departure of the CCC and reduced funding during World War II limited the Park's ability to conduct road improvement projects (Rocky Mountain National Park 1959).

Few improvements were completed on Fall River Road during World War II. However, the superintendent's report from August 1942 notes that two log bridges were repaired (Manfield 1942). In 1942, the bridge over the Roaring River replaced the original 1932 bridge, which was a

25'- long true log stringer span with log pylons and masonry wing walls (Quin 1993b). No other improvement projects were noted for Fall River Road in the Superintendent's reports available for the duration of the war.

A series of storms in the early 1950s resulted in significant damage to Fall River Road. Flash floods in October 1951, for example, required the reconstruction of damaged masonry walls. In 1953, the NPS worked to install new drainage along Fall River Road between the Endovalley Campground (MP 12) and Roaring River Bridge (MP 13); new culverts were added and fill was added to raise the roadbed (Quin 1993a). However, in June of 1953 a massive rockslide occurred 3.5 miles to the northwest of Chasm Falls (MP 10.6) that damaged approximately 1,200' of roadway (Holland 1971). The NPS decided to close the road west of Chasm Falls in recognition that the road would need large-scale improvements (*Colorado Springs Gazette* 1968; Quin 1993a).

Local business leaders lobbied for the re-opening of the entire Fall River Road, and in 1955 a delegation of businessmen met with Governor Edwin C. Johnson to discuss the reconstruction and expansion of the road. The delegates argued that Fall River Road could be open for a longer period of the year because Fall River Road, connecting Estes Park with Highway 34A, was at a lower elevation than Trail Ridge Road (*Greeley Daily Tribune* 1955).

The Mission 66 Program, which proposed highway improvements in the National Parks in observance of the 50th anniversary of the founding of NPS, improved sections of Fall River Road from the park's eastern entrance (MP 57.5-Highway 34A) to Chasm Falls (MP 10.6). A contract was issued to Carl V. Hill in late 1959 for reconstruction of this segment (Figure 29). In 1960, improvements were completed to the approximate 1.7-mile portion of the road west of Fall River Road and Highway 34A junction (MP 13.8) and the Endovalley Campground (MP 12). The 20'-wide roadbed was cleared of the existing surface gravel and overlaid with a 4" aggregate base and an asphalt coating (NPS 1959; Quin 1993b). This improvement was completed in response to the public's support for continued use of Fall River Road and the NPS's commitment to maintaining the road. However, the public's lobbying to reopen the higher elevations west of Chasm Falls was not successful. According to a newspaper article discussing the NPS Mission 66 Program, an unnamed Rocky Mountain National Park engineer stated that ". . . he thought Fall River road, for some years open as a one-way (up) route but closed in recent years, would remain closed, as far as he knew" (*Greely Daily Tribune* 1961).

Local pressure to reopen Fall River Road as an all-weather highway continued, and in 1967 NPS Director George Hartzog authorized the road to be reopened as a scenic "motor nature trail" (Quin 1993a:29). Extensive repairs were required to reopen the road to automobile traffic, including the installation of three large gabions for slope stabilization as well as the clearing and reconstruction of collapsed portions of the road (*Colorado Springs Gazette* 1968; Quin 1993a). The park superintendent at the time, Fred J. Novak, anticipated that the road would reopen on

July 1, 1968 and noted that ". . . the narrow dirt-and-gravel surfaced road would serve as a one-way uphill-only motor trail to provide a wilderness threshold experience to travelers willing to venture off paved roads" (*Colorado Springs Gazette* 1968).

Weather-related issues continued to beset the roadway, and in the early summer of 1979 part of the road washed out. The total cost of repair totaled $30,000, including the installation of new gabions. The road reopened later in the year (NPS 2002; Quin 1993a). Damage to approximately 100' of the road occurred in July 1981 near Willow Park, and exceeded the damage sustained in 1979. Repairs required the expenditure of more than $114,000 for the installation of upslope gabion walls filled with 4,800 cubic yards of stone and $30,000 for shoulder and road surface repairs involving culverts and catch basins (NPS 2002). Additionally, in 1981 the NPS replaced the Roaring River Bridge with a 22' span of 6" pre-cast concrete structure, for a total cost of $42,000 (Quin 1993a).

In July 1982, the Lawn Lake Dam on the Roaring River failed, resulting in the Fall River Road and portions of Horseshoe Park being inundated with sediment and boulders creating an immense alluvial fan of an estimated one million cubic yards of debris (MP 13). The debris caused the recently completed Roaring River Bridge to collapse and covered a 4,500' segment of Fall River Road (Quin 1993a). In addition to clearing the road of debris, a new bridge had to be constructed over the Roaring River and the road needed to be resurfaced (Quin 1993a). Additionally, the NPS repaired and/or replaced 2,000' of crib walls (gabions) along Fall River Road and repaired other retaining walls (NPS 1982). The cost of road repairs totaled more than $305,000 (Quin 1993a). In the fall of 1984, a rock slide occurred approximately 4.5 miles west of the paved section of Fall River Road (approximately MP 6). In addition to clearing the road, the NPS also installed gabion walls in three separate locations, totaling roughly 150 yards for roughly $25,000 (NPS 1986).

The frequent road-damaging weather events followed by repairs has continued into the twenty-first century. In 2002, the NPS prepared a report on the need to stabilize and repair the historic Fall River Road (NPS 2002). This report indicated that, during the summer season when the road was open, roughly 30,000 cars drove the road. It also indicated that the lack of large-scale investment in road improvements over time had resulted in a narrowing of the roadway from 22' to between 14' and 18' for over 30 percent of the length of the road. Additionally, the report stated:

> …reconstruction of numerous road sections are recommended that suffer from lost (sic) of structural stability, drainage failure, poor and compromised sub-grade and significant inadequacy of Geometric structures. Rocky Mountain maintenance crews can not (sic) stem the tide of either heavy visitation and the increasingly (sic) derogation (sic) through extremely harsh weather and visitation impact (NPS 2002:2).

In 2013, the roadway suffered the most recent damage as a result of flash floods that accompanied unusually high rainfalls in Colorado. Repairs completed in the aftermath of this damage required the replacement of nine culverts and construction of seventeen new culverts, grading and gravelling the roadway, re-paving a section of the road near the West Alluvial Fan Parking area, installing and repairing gabion rockeries/embankments, and construction of a concrete box culvert at the road's intersection with the Roaring River, all within the 9.4-mile segment of unpaved road between Endovalley Picnic Ground and the Alpine Visitor Center. The rehabilitation of the road following the 2013 damage was designed to be sensitive to the historic character-defining features of the road, including using locally available stone for culvert headwalls and rip-rap and blending the culverts into the landscape. These improvements were carried out in 2014–2015 and monitored for cultural resources as part of the Section 106 consultation process (Wunderlich Jr. 2014).

Criterion C: Engineering

Fall River Road is significant in recognition of the difficult terrain and weather that were overcome during its construction. Construction of the first road in the park was conceived at a time when optimism pervaded the country, especially about the ability of engineers to subdue nature. In 1914, American engineers were finishing a decade-long effort to construct the Panama Canal, and it was widely believed at the time that competent engineering could solve any problem. Local boosters of Fall River Road expected the ingenuity, persistence, and fortitude of America's engineers to be equal to the task of traversing the alpine and subalpine landscape.

The road ascending the Fall River Valley and the slopes of Mount Chapin exceed 30 percent in places. To traverse such steep slopes, the road was designed with gradients at some of the 16 switchbacks approaching 16 percent, forcing some drivers to backup and negotiate curves using three-point turns (Figure 30). Less dramatic changes in grade and navigability are present at 12 curves that turn traffic nearly 90 degrees. Fall River Road had an 8 to10' wide roadbed and steep inclines as originally constructed (Figure 31). The route ascending the Fall River Valley was subject to frequent snow slides and rock slides, events that slowed construction, and in 1953 these events forced the road to close for an extended period.

Construction of the road through this terrain was rendered more difficult by the absence of mechanical equipment during the initial construction period of 1913–20. Up to 38 convict laborers completed the first 3 miles of the road, stopping work at Chasm Falls (MP 10.5). The State of Colorado issued contracts to private companies that hired crews of 50–60 workers to complete the road, but found it difficult to keep employees. The extremely harsh conditions at higher elevations and limited seasonal work made the task very difficult and protracted (Figure 32.

The fact that some elements of the road had to be rehabilitated almost immediately upon completion underscores the extreme challenges that early twentieth century engineers and construction crews faced during the road's construction (Figure 33). The persistence and

ingenuity of the original surveyors, engineers, and contractors are evident when compared to the efforts required to complete later repair and rehabilitation efforts that had to literally move mountains to stabilize the roadway (Figure 34).

Replacement and improvement of the original road was completed in the lower elevation of the Fall River Valley (Highway 34A) as part of the realignment for Trail Ridge Road in the 1930s. Engineering challenges at the lower elevations involved removal of bedrock to improve visibility at curves and straightening the road. Construction materials used during these renovations also employed local rock to create guard walls and revetment walls.

Reopening the road in 1968 required massive amounts of local materials to be loaded into wire baskets as well as mechanical equipment to cut back the slopes and set the gabion baskets. Although the 1968 repairs largely resolved some problems along the parts of the roadway at the higher elevations, repeated road damage occurred in 1979, 1981, 1982, 1984, and 2013. Lower elevations of the road suffered catastrophic damage in 1982 when flash flooding covered the roadway with over a million cubic yards of debris. In addition, severe flooding in 2013 further damaged the road and required repairs to existing retaining walls, expansion of some gabions, the addition of road base and fill, installation of seventeen new pipe culverts, replacement of nine culverts, grading and compaction of roadbed, repaving near the West Alluvial Fan Parking Area, and replacement of a box culvert at the Roaring River (Wunderlich, Jr. 2014).

Conclusion

The National Register significance of Fall River Road is based on Criteria A (Transportation) and C (Engineering). The structure's period of significance begins in 1913, with initial road construction efforts, until its completion in 1920. The period 1920 through 1968 saw major improvements to the road. Beginning in the 1930s, revision of the route and connection with the Trail Ridge Road accounted for additional periods of construction. In June 1953, Fall River Road was closed following a rock slide and it was not until 1968 that improvements allowed it to be reopened to automotive traffic, which marks the end date for the period of significance.

In 1987, Fall River Road was individually listed in the National Register of Historic Places (NRHP) under Criterion A for its association with Transportation (McWilliams and McWilliams 1985; Kendrick 1987). At that time, the period of significance was established as 1913–20. The current nomination extends the boundary to include a portion of Highway 34A and expands the period of significance to 1968. This amendment also recognizes the road's significance under Criterion C for its Engineering accomplishments.

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____ preliminary determination of individual listing (36 CFR 67) has been requested
_X_ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
_X_ Federal agency
____ Local government
____ University
____ Other
Name of repository: Rocky Mountain National Park, National Park Service

Historic Resources Survey Number (if assigned): ___5LR.885_____

10. Geographical Data

Acreage of Property 37.55 acres of amended road way (3.15 mile length times an average width of 20' plus two 10' -wide buffers)

Use either the UTM system or latitude/longitude coordinates.

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 12	Easting: 444405	Northing: 4473943
2. Zone: 12	Easting: 447114	Northing: 4473003
3. Zone: 12	Easting: 449674	Northing: 4472838

Verbal Boundary Description (Describe the boundaries of the property.)
The eastern terminus of Fall River Road is the park's entrance booths on Highway 34, and the western terminus is the end of the road near the Alpine Visitor Center. This amendment adds a section of Highway 34A from the entrance booths to the turn onto the Fall River Road; the original nomination included only the western 9.4 miles of the road. The sinuous path of the road in between the Alpine Visitor Center and the entrance booths, plus a 10' buffer on either side of the roadway, is considered the main historic structure (Figure 1–18). UTM plots are provided along the route in Addendum Table 1. Excluded from this amendment is the Fall River Entrance Historic District (5LR.1184), which is approximately 150' away from the Fall River Road's alignment, north of the park's entrance booths.

Boundary Justification (Explain why the boundaries were selected.)

For most historic roads, the boundary extends to the right-of-way; however, in national parks there is no dedicated right-of-way since the park typically owns the land to either side of the road. As currently constructed, the Fall River Road's width is variable because of turnouts and switchbacks. These literal wide spots in the road have no fixed width, but they are encompassed within the nomination as part of the original 8 to 14' road width, current road and the 10' buffer on both sides of the road. One site, 5LR.4540 (Convict Cabin/Work Camp/998) has a site boundary that overlays the Fall River Road with archaeological features are on both sides of the road. The Convict Cabins site was recorded in 2000 with the recommendation that testing was needed to determine its eligibility status (Brunswig and Plimpton 2000a). A second site (5LR.4539) also is reported as overlaying the road, but it was recorded with the recommendation as not eligible for the National Register (Brunswig and Plimpton 2000b). The original Fall River Road nomination form uses the phrase "Fall River Historic District" even though the Fall River Road was nominated as a structure. This amendment maintains the structure designation of the road.

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

11. Form Prepared By

name/title: Mark Hackbarth, Alexandra Howard, Helena Ruter, Paula Scott, Kelly Smith, Jennifer Levstik (for property owner)
organization: Logan Simpson (LS)
street & number: 51 W. Third Street Suite 450
city or town: Tempe state: AZ zip code: 85281
e-mail: mhackbarth@logansimpson.com
telephone: 480-967-1343
date: January 30, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

See Addendum Photographs.

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

C. Street, NW, Washington, DC

PHOTOGRAPHIC INFORMATION

Name of Property: Fall River Road
City or Vicinity: Rocky Mountain National Park, Estes Park vicinity
County: Larimer
State: CO
Location of Original Digital Files: National Park Service, Washington D.C. and copies at Logan Simpson, 51 West Third Street, Suite 450, Tempe, AZ 85281
Number of Photographs: 18

Photo #1 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0001)
Corrugated pipe culvert, camera facing northeast.
Photographer: Greta Rayle. **Date:** August 2015

Photo #2 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0002)
Concrete box culvert, camera facing east.
Photographer: Greta Rayle. **Date:** August 2015

Photo #3 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0003)
Gutter/spillway, camera facing northeast.
Photographer: Greta Rayle. **Date:** August 2015

Photo #4 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0004)
Boulder curbing, camera facing southwest.
Photographer: Greta Rayle. **Date:** August 2015

Photo #5 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0005)
Gabion, camera facing north.
Photographer: Greta Rayle. **Date:** August 2015

Photo #6 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0006)
Guard wall, camera facing south.
Photographer: Greta Rayle. **Date:** August 2015

Photo #7 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0007)
Guard wall revetment, camera facing soutwest.
Photographer: Greta Rayle. **Date:** August 2015

Photo #8 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0008)
Retaining wall, camera facing southeast.
Photographer: Greta Rayle. **Date:** August 2015

Photo #9 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0009)
Rock buttress, camera facing east.
Photographer: Greta Rayle. **Date:** August 2015

Photo #10 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0010)
Arborglyphs, camera facing south.
Photographer: Greta Rayle. **Date:** August 2015

Photo #11 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0011)
Roaring River Bridge, camera facing southeast.
Photographer: Greta Rayle. **Date:** August 2015

Photo #12 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0012)
Concrete pad/wellhead, camera facing west.
Photographer: Greta Rayle. **Date:** August 2015

Photo #13 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0013)
Fence, camera facing east.
Photographer: Greta Rayle. **Date:** August 2015

Photo #14 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0014)
Gate, camera facing west northwest.
Photographer: Greta Rayle. **Date:** August 2015

Photo #15 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0015)
Signs/Markers, peeled log, camera facing north.
Photographer: Greta Rayle. **Date:** August 2015

Photo #16 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0016)
Signs/Markers, culvert, camera facing south southwest.
Photographer: Greta Rayle. **Date:** August 2015

Photo #17 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0017)
Miler Post 6, camera facing southwest.
Photographer: Greta Rayle. **Date:** August 2015

Photo #18 (CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_ Rocky Mountain National Park MRA_0018)
Gabion and retaining wall, camera facing west.
Photographer: Greta Rayle. **Date:** August 2015

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Figure 14. Fall River Road (MP 57-Highway 34A to MP 57.65-Highway 34A) (source: USDA NAIP Aerial Imagery 2015).

Figure 15. Location of Fall River Road (USGS 7.5' quadrangles Trail Ridge and Fall River Pass).

Figure 16. Location of Fall River Road (USGS 7.5' quadrangle Trail Ridge).

Figure 17. Location of Fall River Road (USGS 7.5' quadrangles Este Park and Trail Ridge).

Figure 18. Location of Fall River Road (USGS 7.5' quadrangle Estes Park).

Figure 19. Location of six sites relative to road (source: USDA NAIP aerial survey 2015).

Figure 20. Location of one site relative to road (source: USDA NAIP aerial survey 2015).

Figure 21. Location of one previously recorded historic district relative to road (source: USDA NAIP aerial survey 2015).

Figure 22. Guard wall sheet plan from 1933 as-built record drawing (source: ETIC ROMO_121_60070_[id217522]; sheet 8 of 14).

Figure 23. Convict cabins entrance old Fall River Road, 1930-1940 (source: Call No. CHS.X489, Z-7172, Western History/Genealogy Department, Denver Public Library).

Figure 24. 1916 survey of Fall River Road ("Ranger Cabins" on Sheet 1 of 5 may be 5LR.4540) (source: ETIC ROMO_121_60467_[id44002]).

Figure 25. Constructing Fall River Road, c. 1915 (source: W. T. Parke Collection, Rocky Mountain National Park. Reprinted from Fall River Road Historic American Engineering Record CO-73 [Quin 1993a]).

Figure 26. Snow shovel Fall River Pass, June 5, 1928 (source: Accession No. 99.164.21, Call No. CHS.x446, History Colorado, Fred P. Clatworthy Collection, Denver Public Library).

Figure 27. Fall River Highway A-2 Right-of-Way Map page 1, 1933 (source: ETIC ROMO_121_60052_[id95375]).

Figure 28. Construction of a new curve of Fall River Road below Horseshoe Park. Reprinted from Superintendent's Monthly Report April 1934 (Rogers 1934a).

Figure 29. Renovations to Fall River Road in 1959 (source: ETIC ROMO_121_3500A_[id144838]).

Figure 30. A bit of the old Fall River Road ca. 1900–1920 (source: Z-7107, Western History/Genealogy Department, Denver Public Library).

Figure 31. On the Fall River Road, Estes Park, 1911-1920 (source: MCC-2310, History Colorado, Denver Public Library).

Figure 32. Switchback convict road to Grand Lake, R.M.N.P., 1910–1920 (source: Z-7172, Denver Public Library).

Figure 33. Fall River Road, Estes Park 1911–1920. (source: MCC-2309, Western History/Genealogy Department, Denver Public Library Digital, L. C. McClure Collection).

Figure 34. Head of Fall River Road, 1920–1930 (source: Z-7155, History Colorado, Denver Public Library).

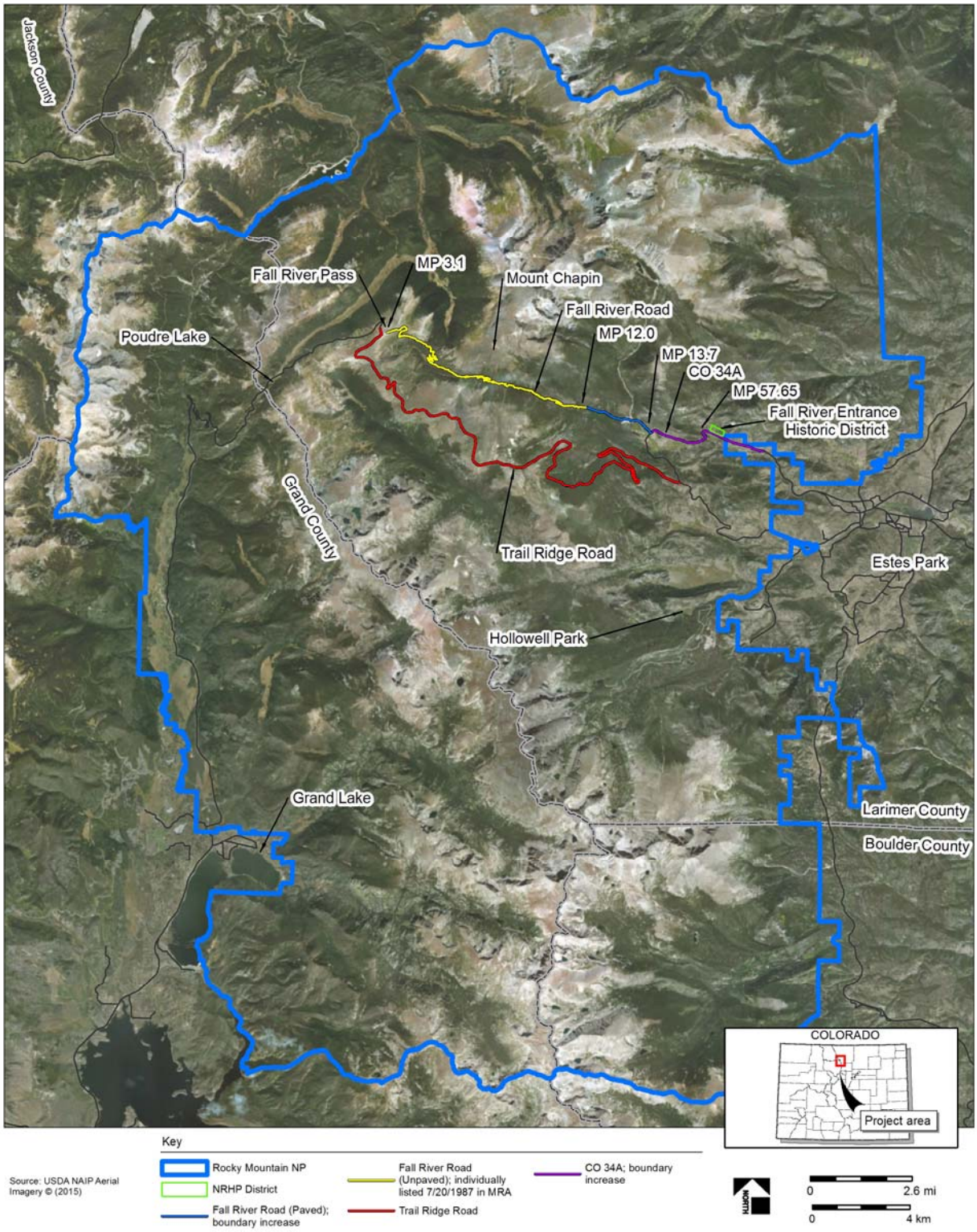

Figure 1. Vicinity of Rocky Mountain National Park (source: USDA NAIP Aerial Imagery 2015).

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

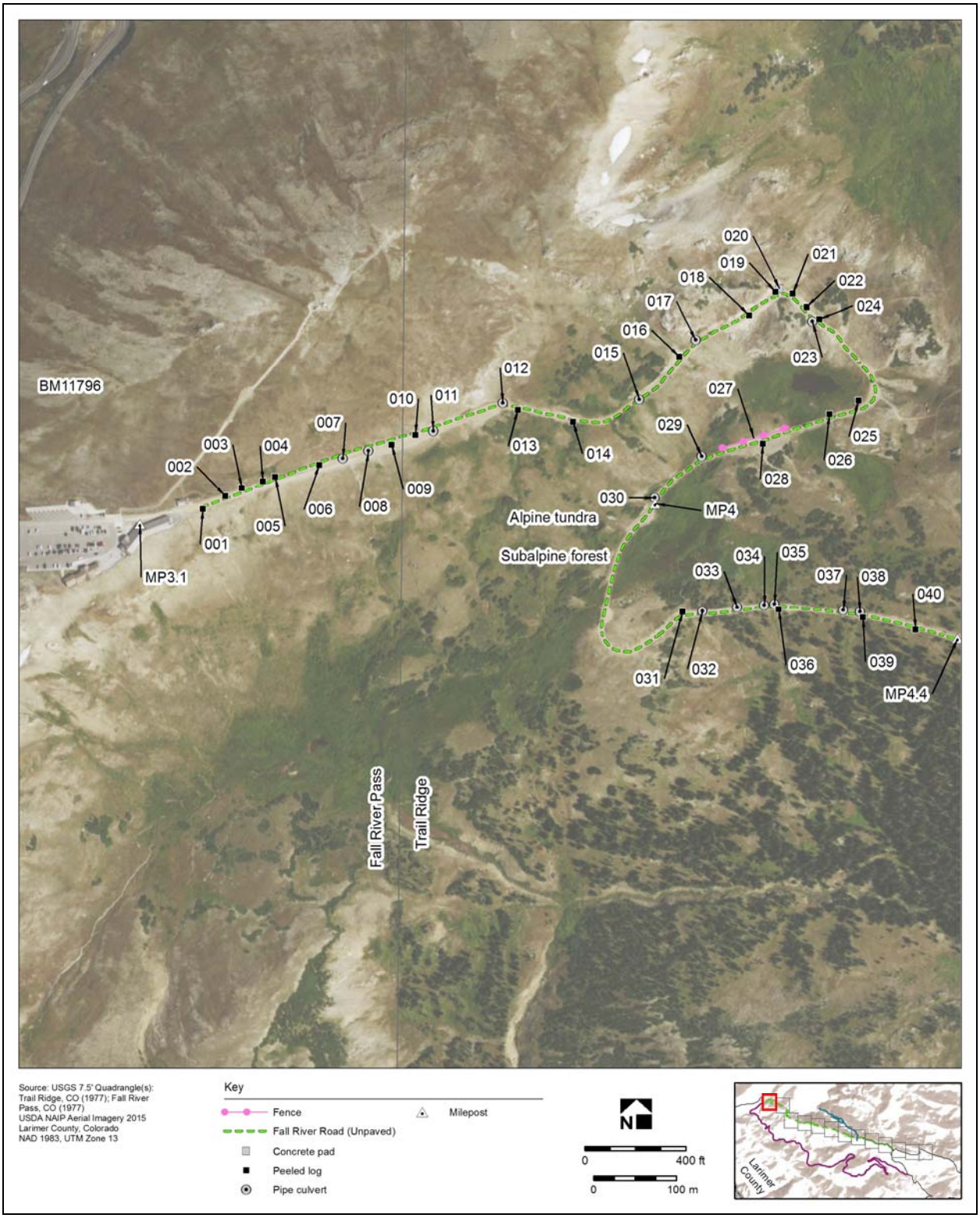

Figure 2. Fall River Road (MP 3.1 to MP 4.4) (source: USDA NAIP Aerial Imagery 2015).

Fall River Road (Boundary Increase and Amendment) (5LR.885)
Name of Property

Larimer County, Colorado
County and State

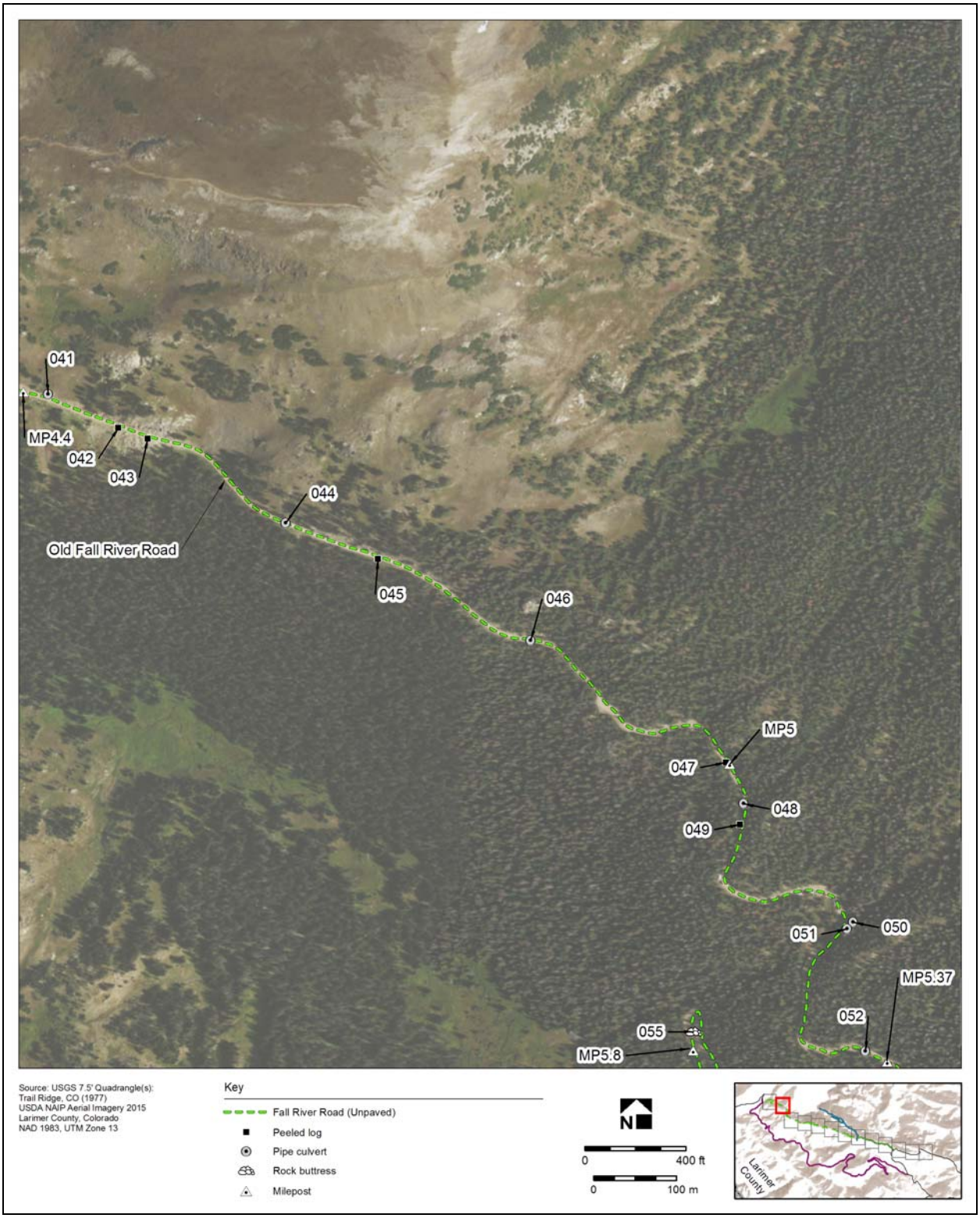

Figure 3. Fall River Road (MP 4.4 to MP 5.37/5.8) (source: USDA NAIP Aerial Imagery 2015).

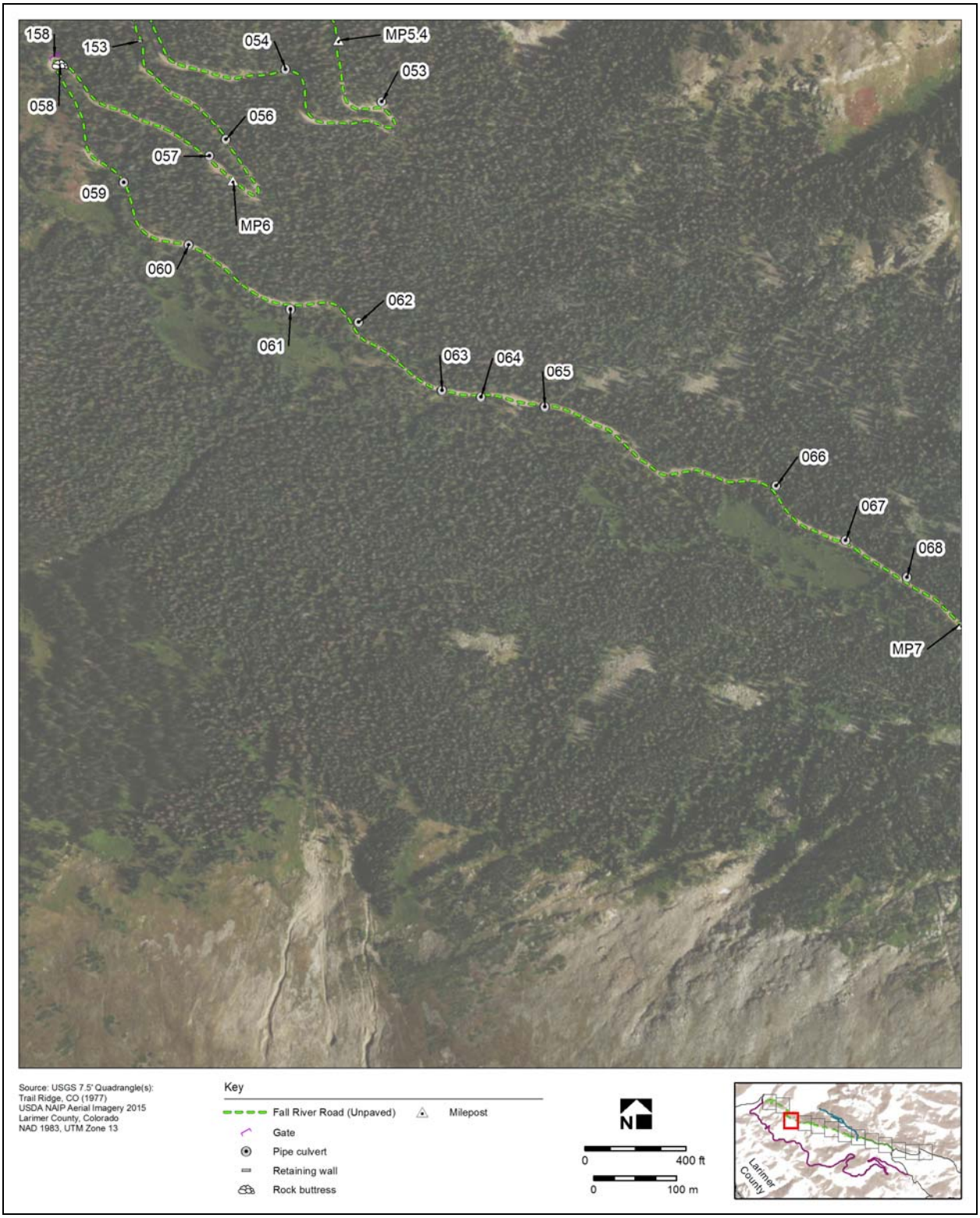

Figure 4. Fall River Road (MP 5.4 to MP 7.0) (source: USDA NAIP Aerial Imagery 2015).

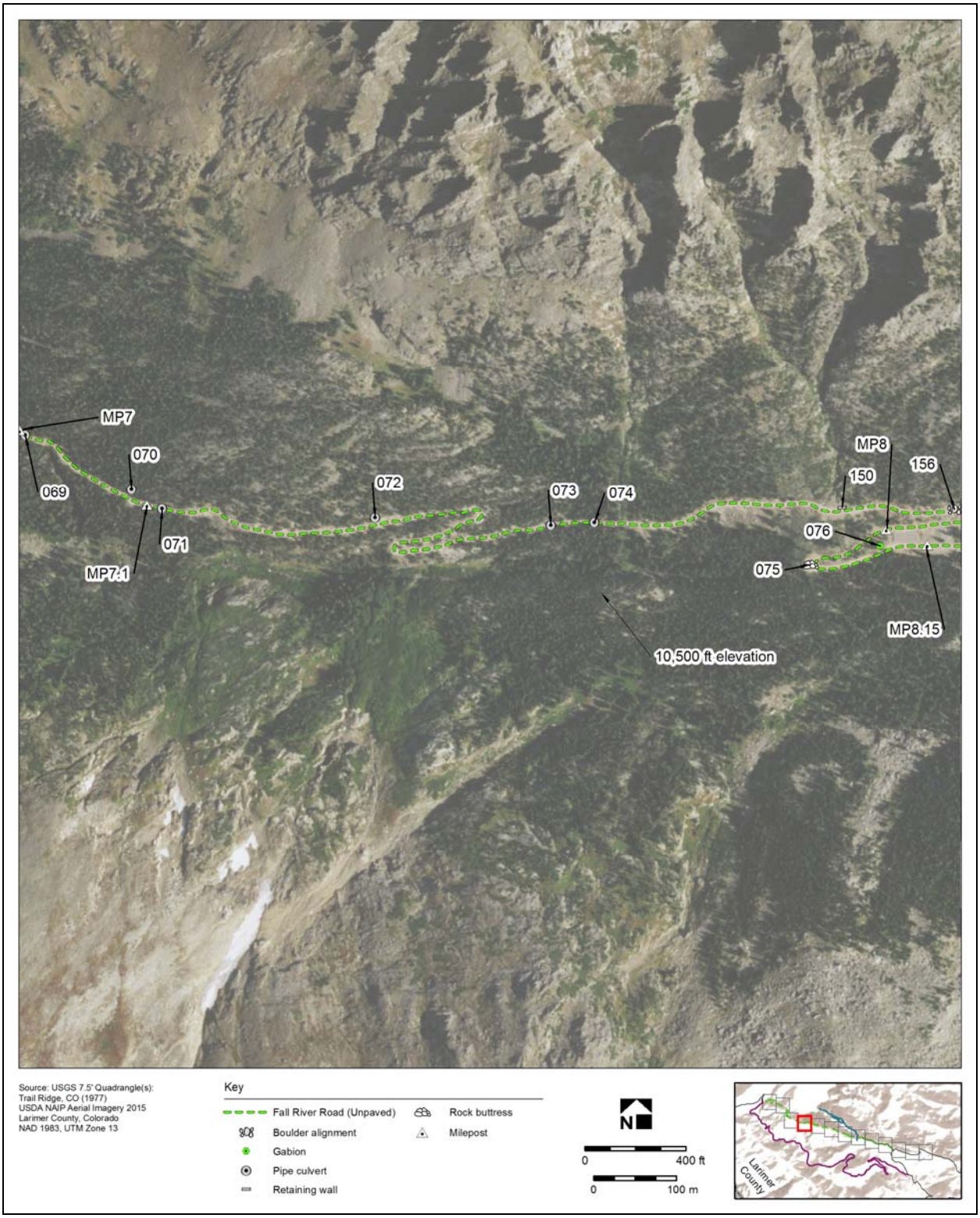

Figure 5. Fall River Road (MP 7.0 to MP 8.15) (source: USDA NAIP Aerial Imagery 2015).

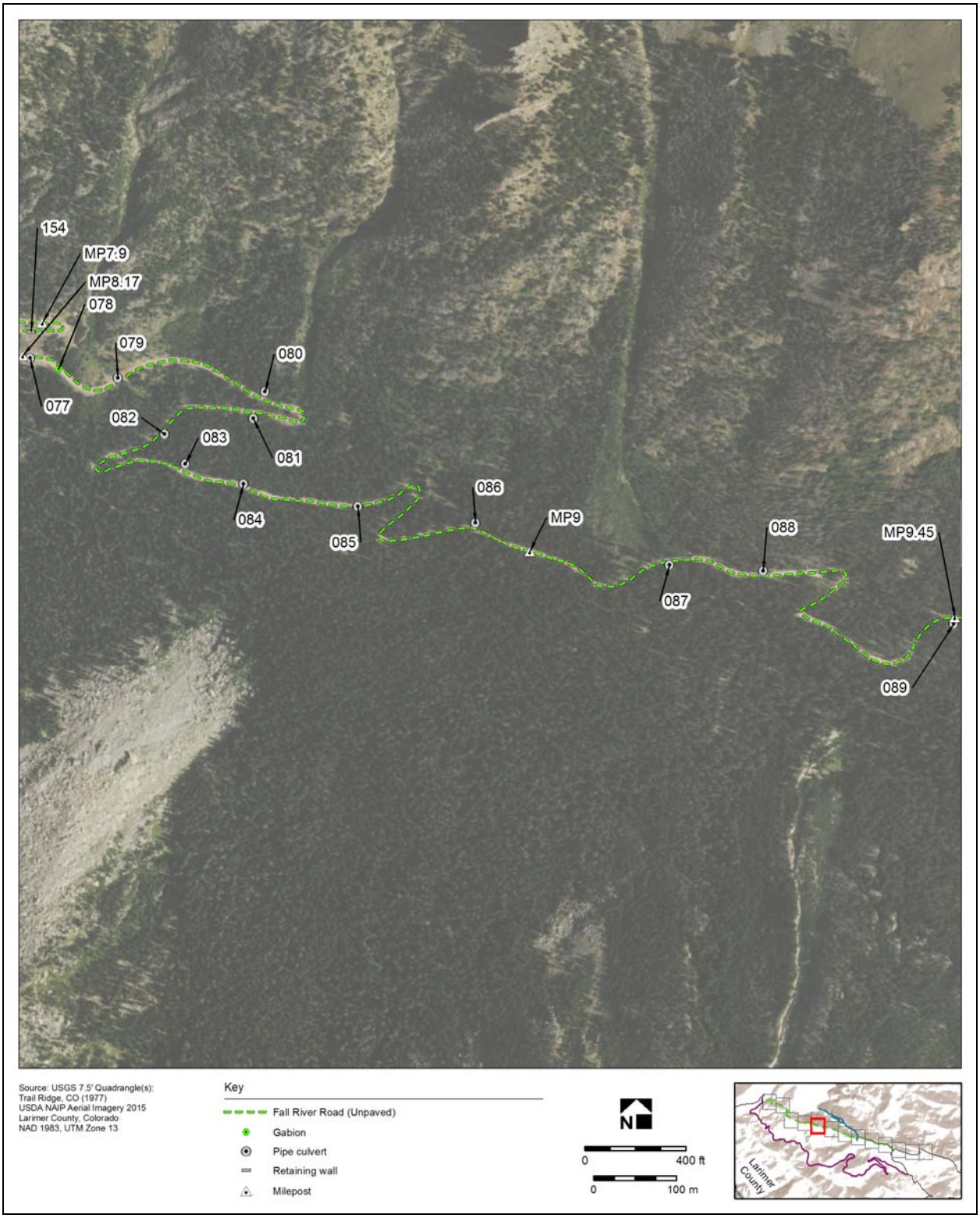

Figure 6. Fall River Road (MP 7.9 to MP 9.45) (source: USDA NAIP Aerial Imagery 2015).

Figure 7. Fall River Road (MP 9.5 to MP 10.2) (source: USDA NAIP Aerial Imagery 2015).

Fall River Road (Boundary Increase and Amendment) (5LR.885)
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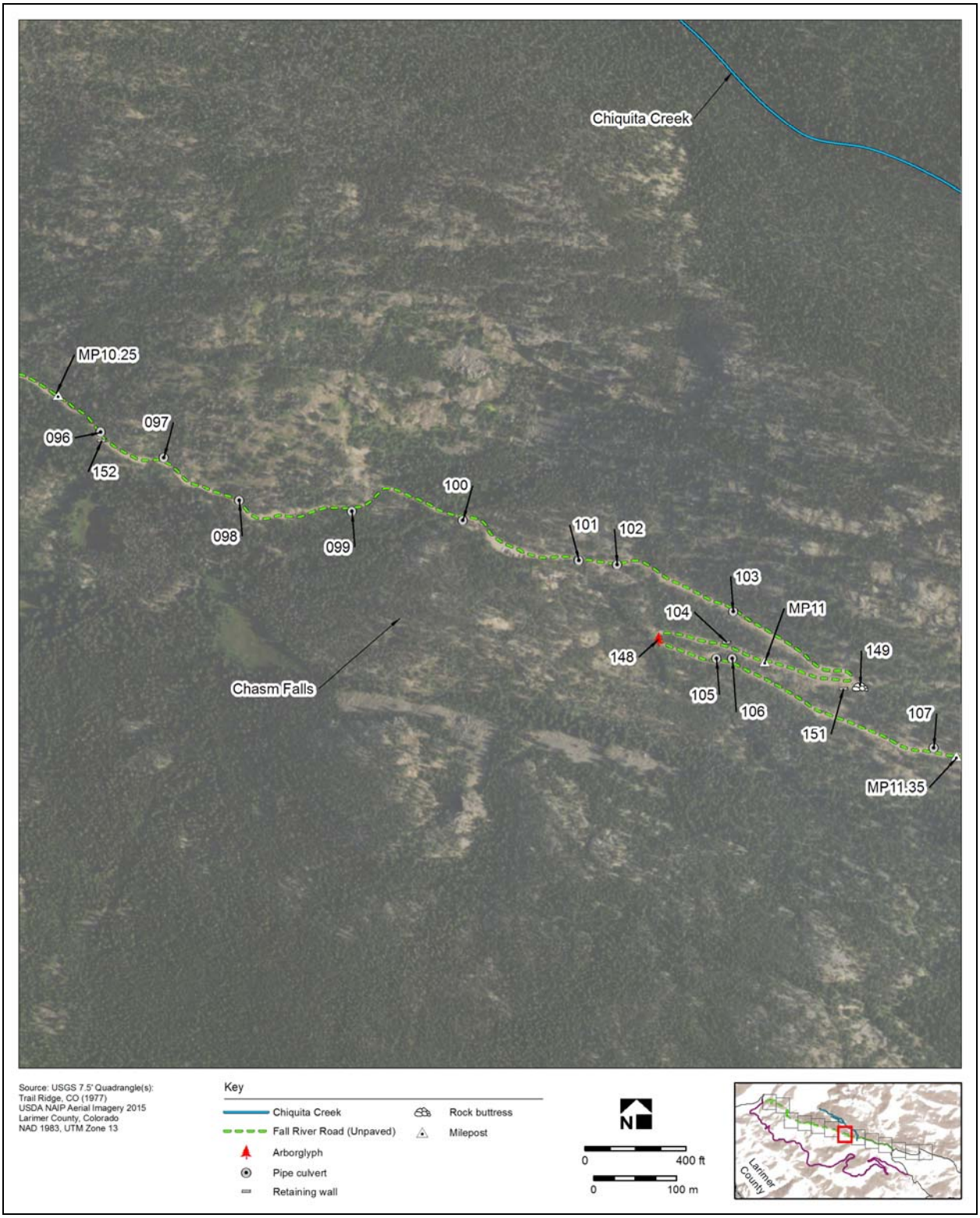

Figure 8. Fall River Road (MP 10.2 to MP 11.35) (source: USDA NAIP Aerial Imagery 2015).

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

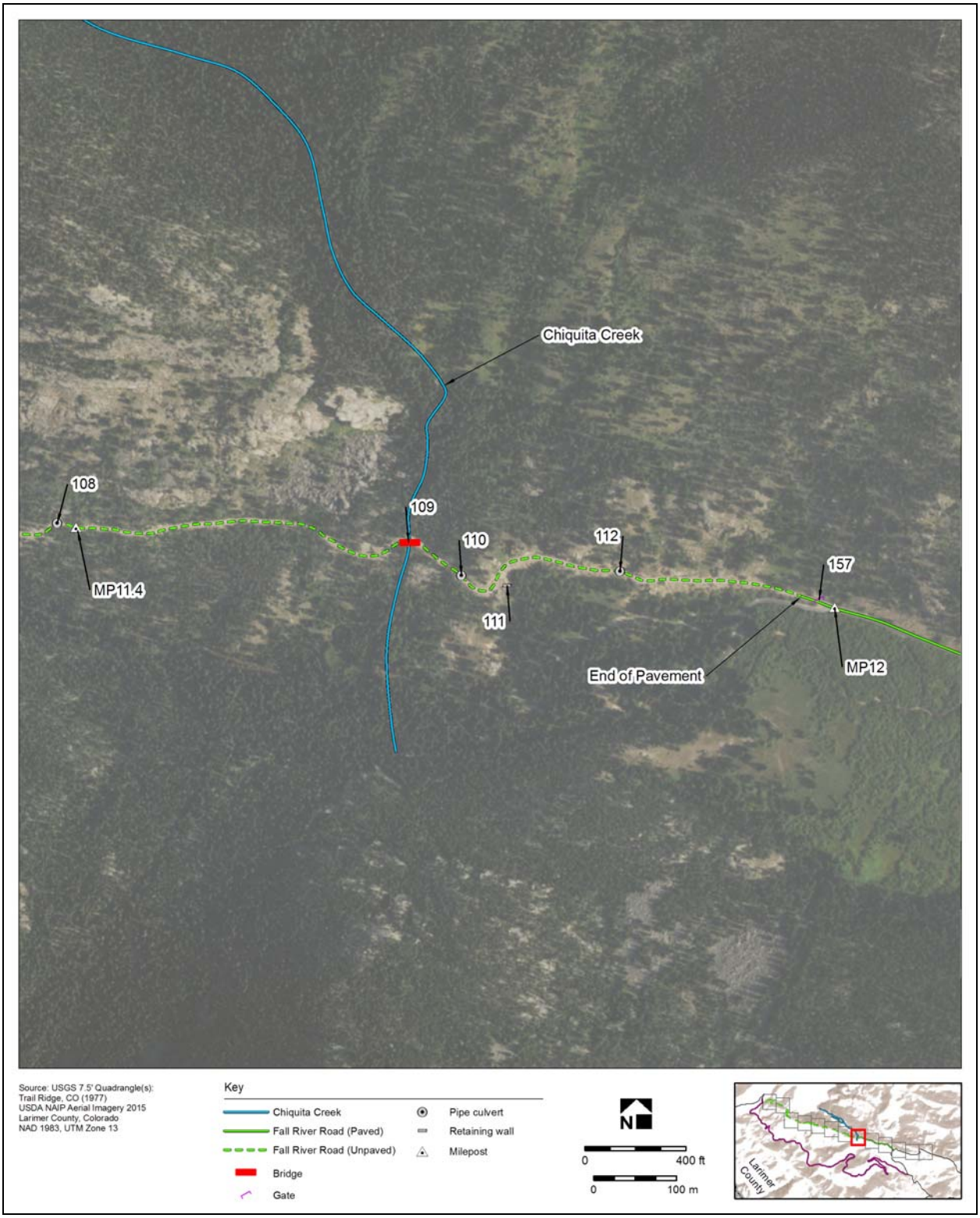

Figure 9. Fall River Road (MP 11.4 to MP 12.0) (source: USDA NAIP Aerial Imagery 2015).

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
Name of Property | County and State

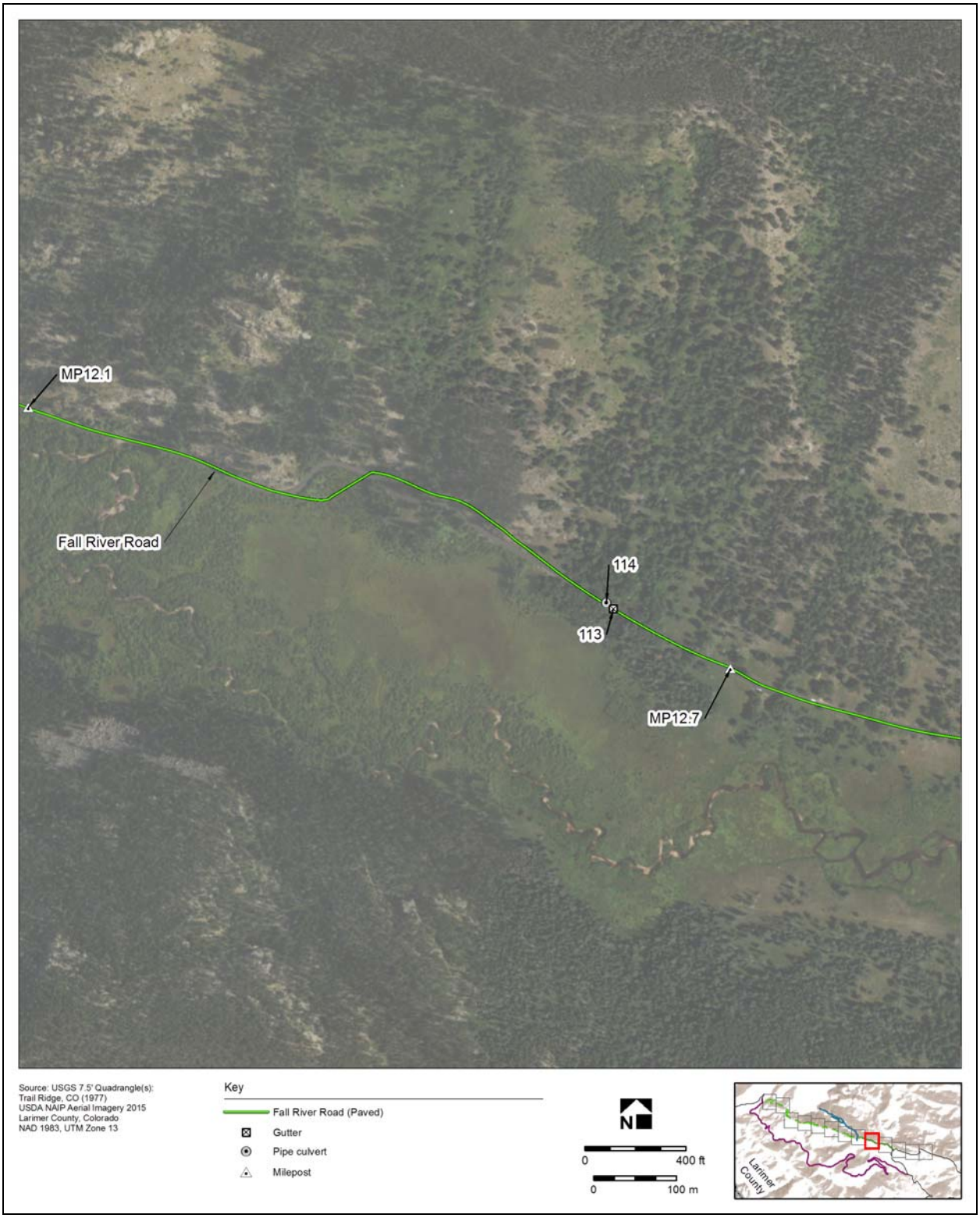

Figure 10. Fall River Road (MP 12.1 to MP 12.7) (source: USDA NAIP Aerial Imagery 2015).

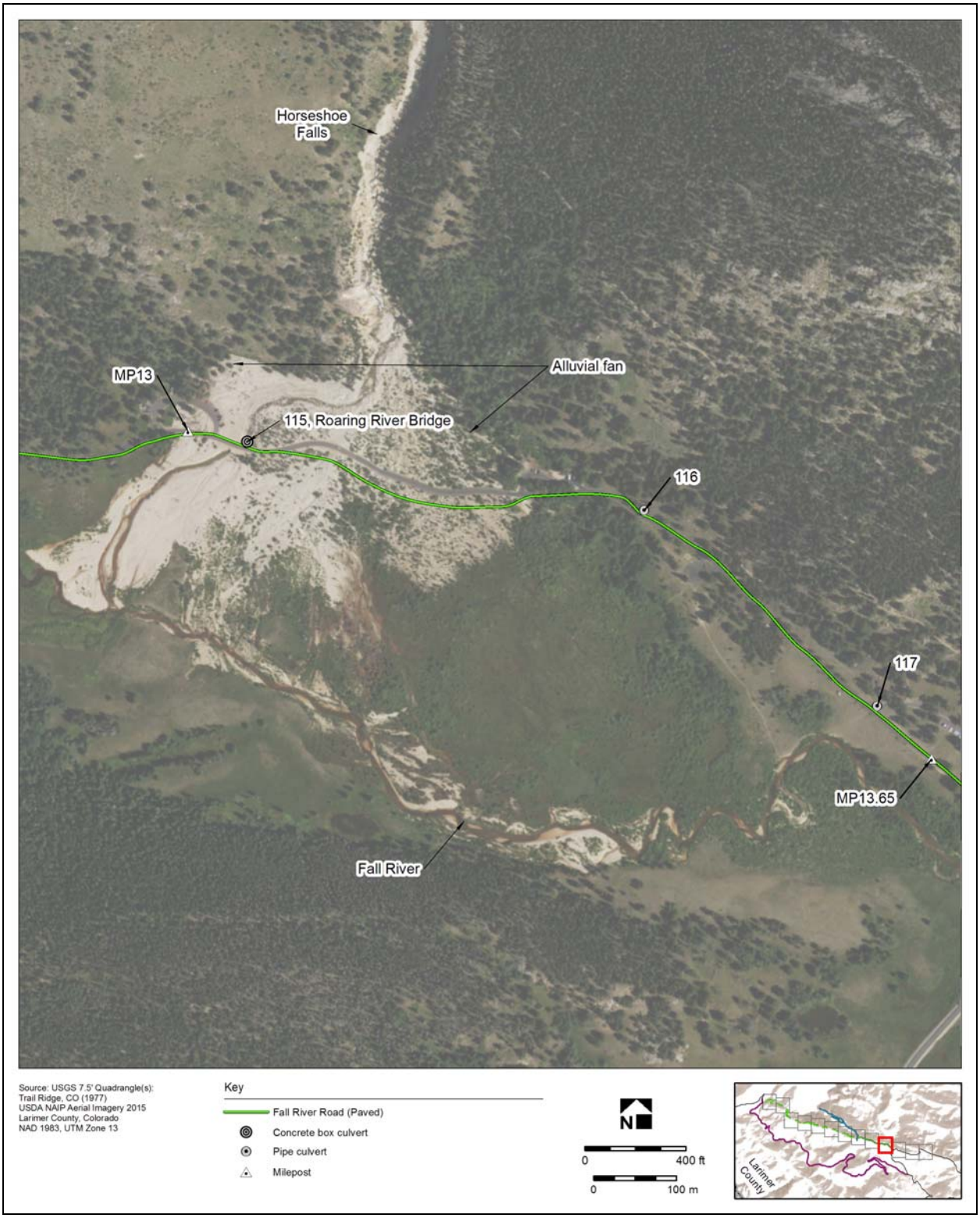

Figure 11. Fall River Road (MP 13.0 to MP 13.65) (source: USDA NAIP Aerial Imagery 2015).

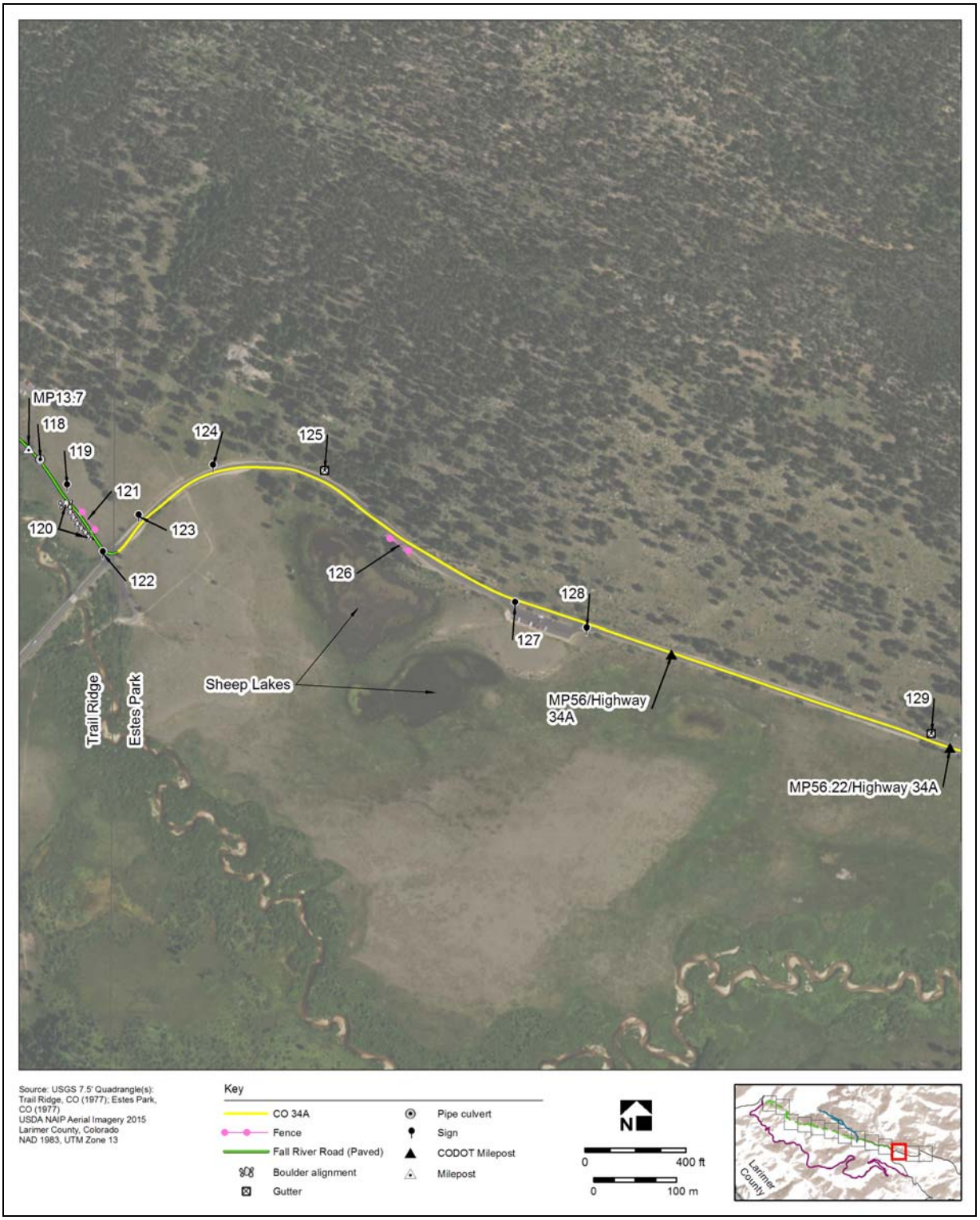

Figure 12. Fall River Road (MP 13.7 to MP 56.22-Highway 34A) (source: USDA NAIP Aerial Imagery 2015).

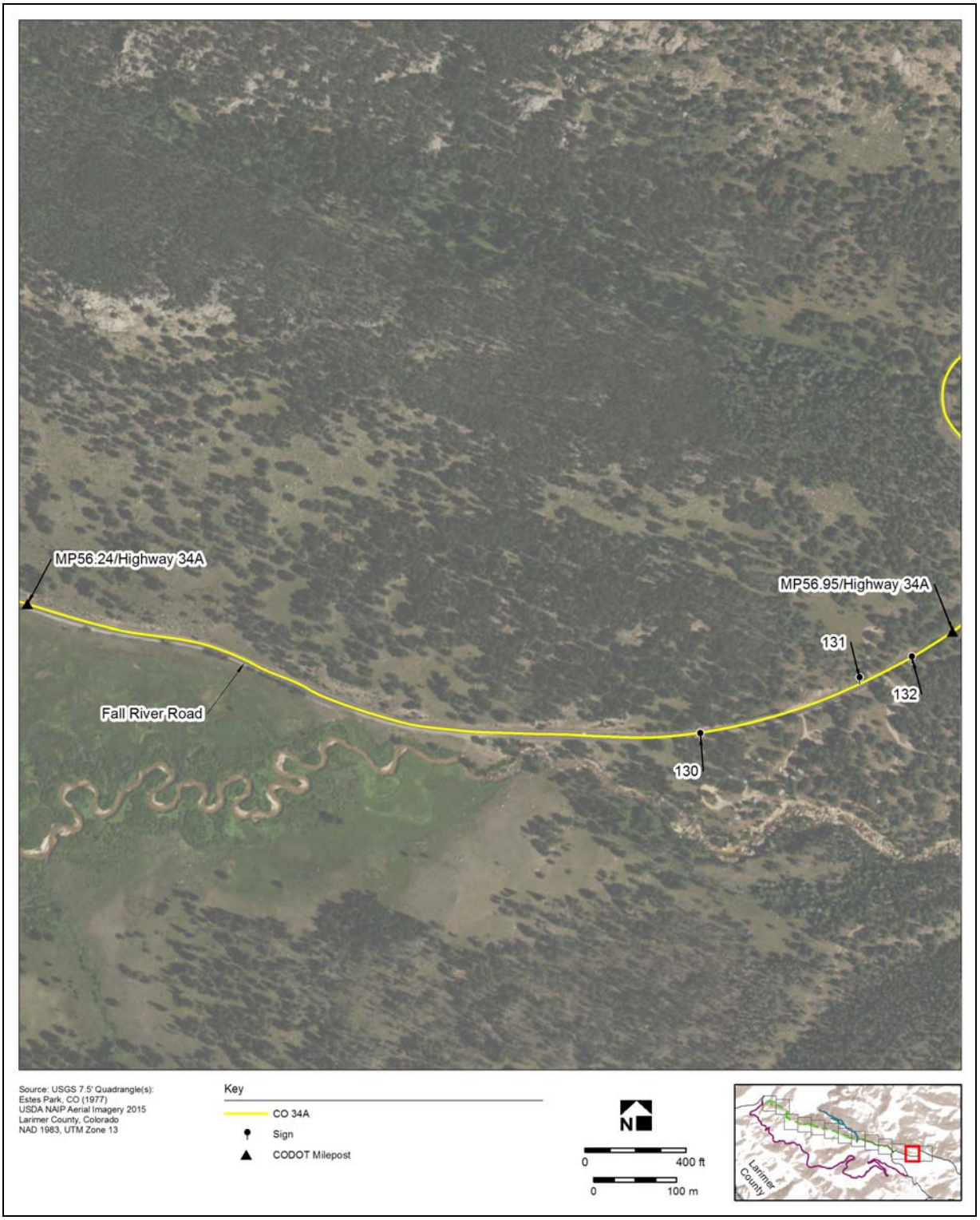

Figure 13. Fall River Road (MP 56.24-Highway 34A to MP 56.95-Highway 34A) (source: USDA NAIP Aerial Imagery 2015).

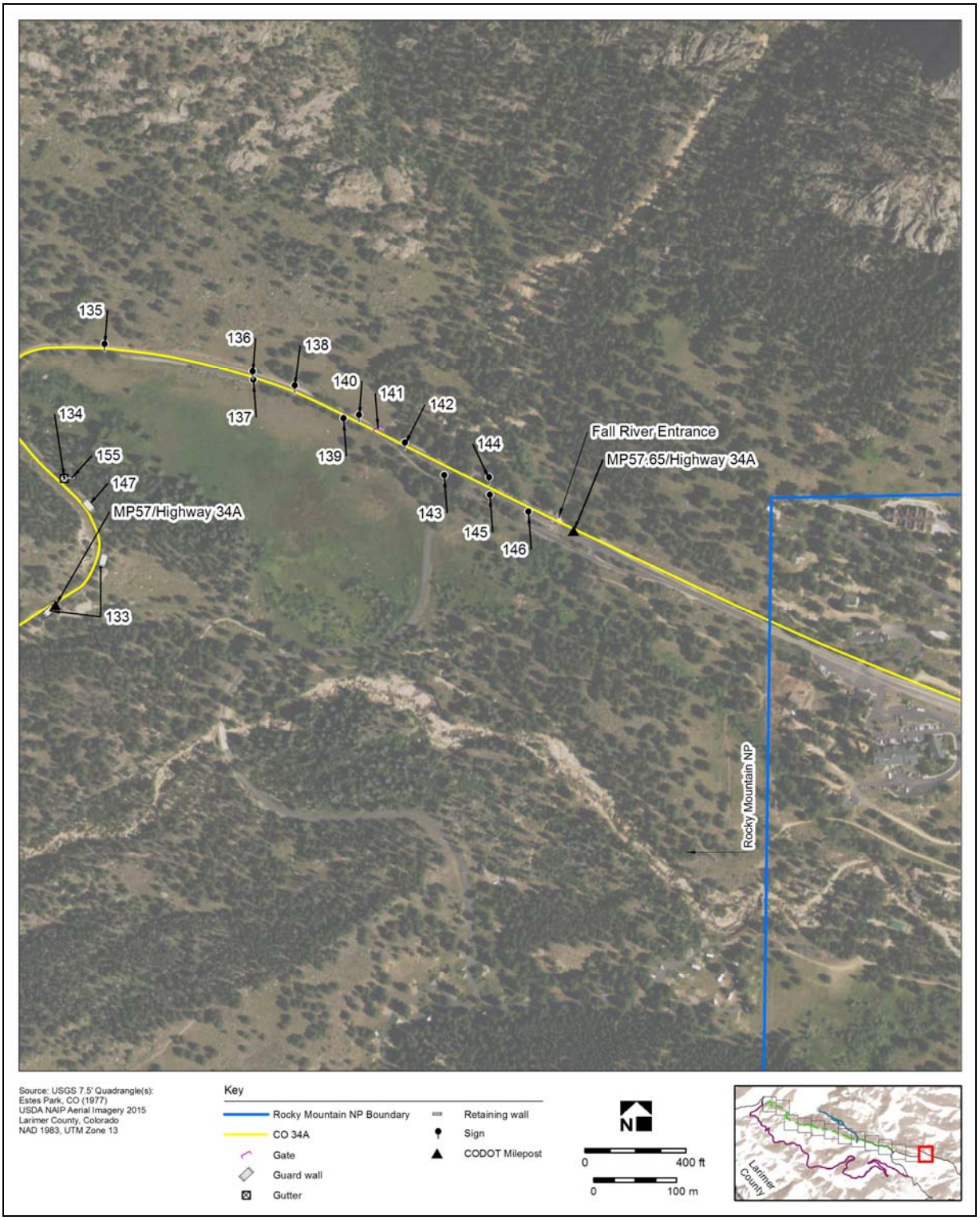

Figure 14. Fall River Road (MP 57.0-Highway 34A to MP 57.65-Highway 34A) (source: USDA NAIP Aerial Imagery 2015).

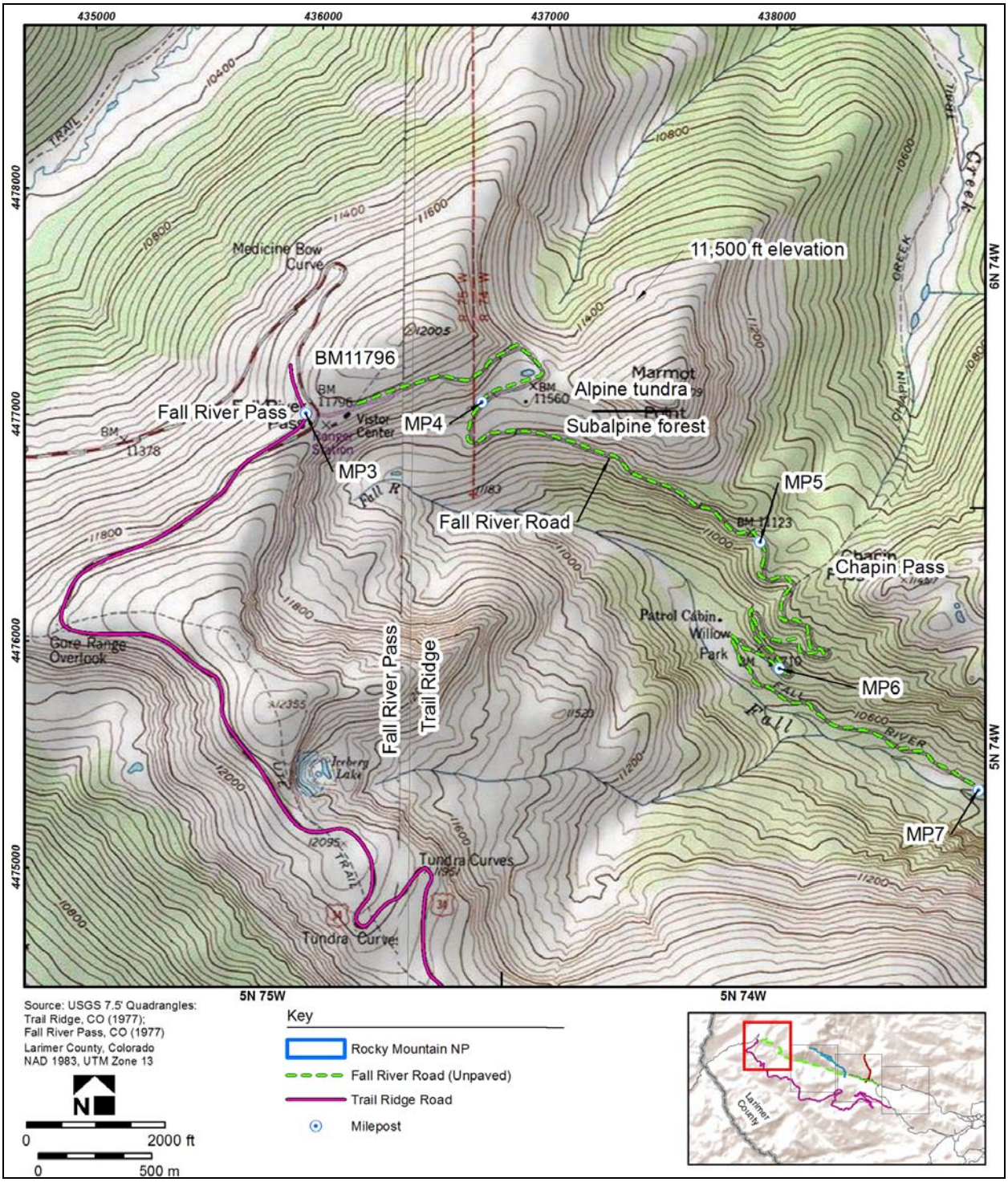

Figure 15. Location of Fall River Road (source: USGS 7.5' quadrangles Trail Ridge and Fall River Pass).

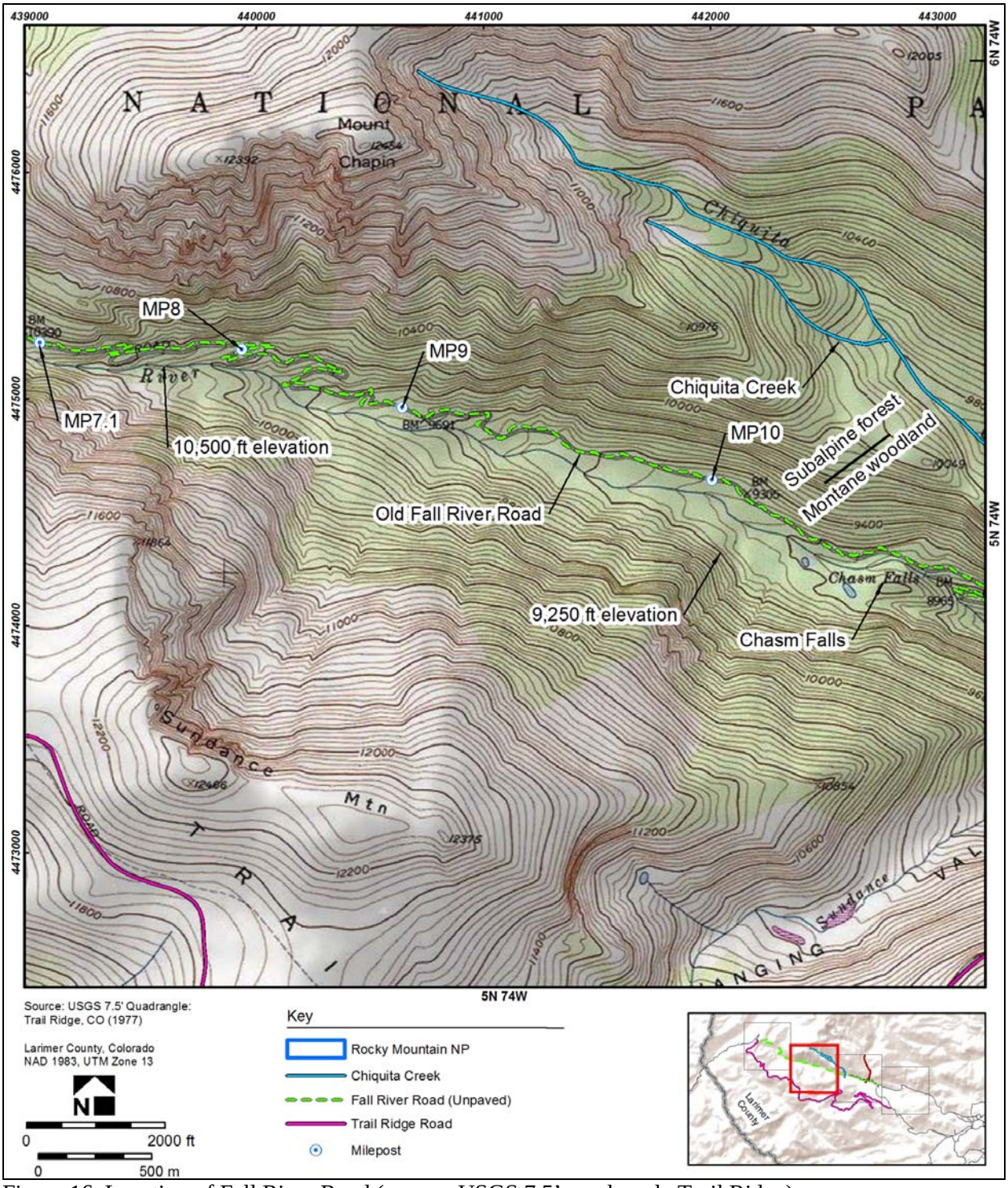

Figure 16. Location of Fall River Road (source: USGS 7.5' quadrangle Trail Ridge).

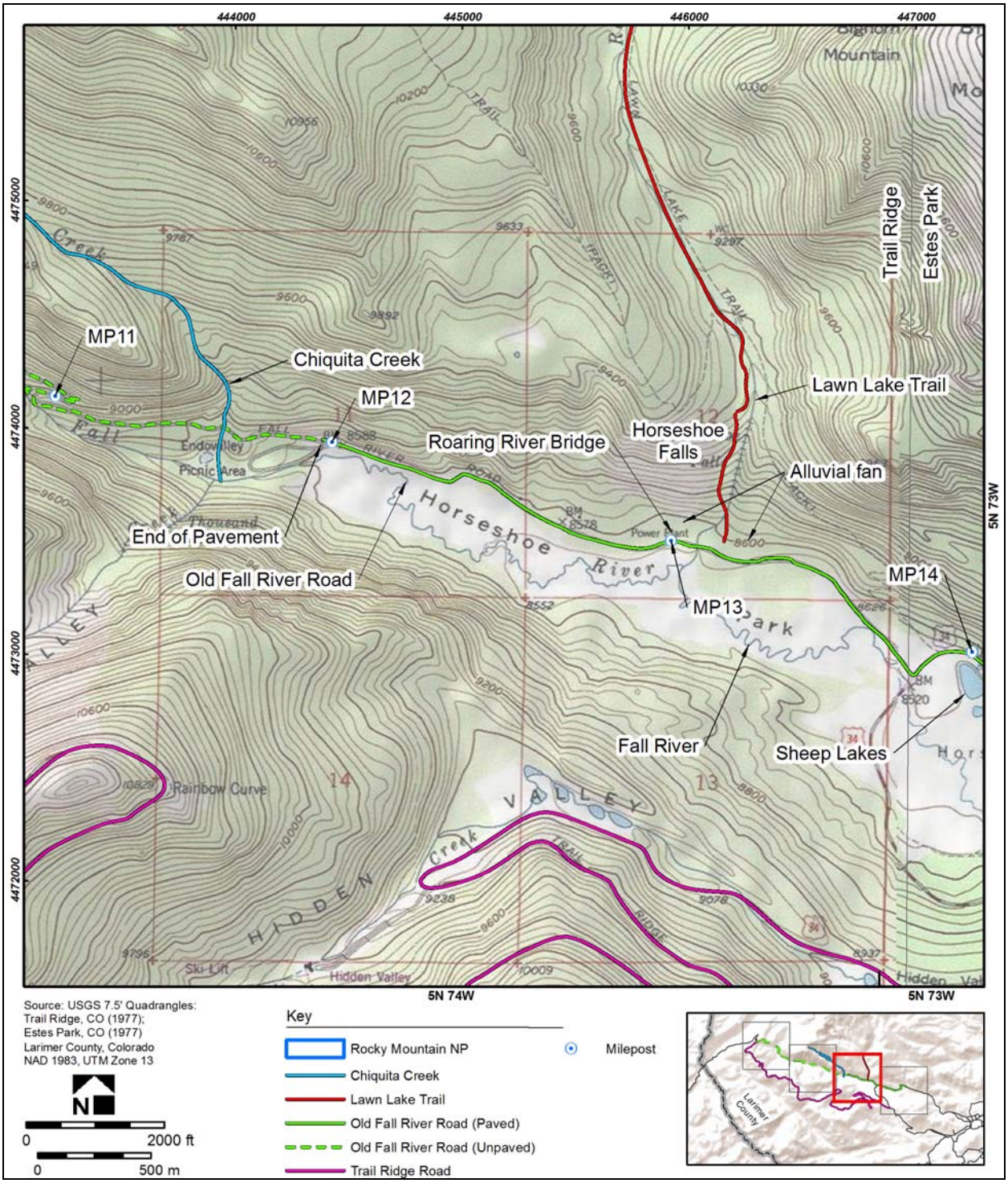

Figure 17. Location of Fall River Road (source: USGS 7.5' quadrangles Este Park and Trail Ridge).

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
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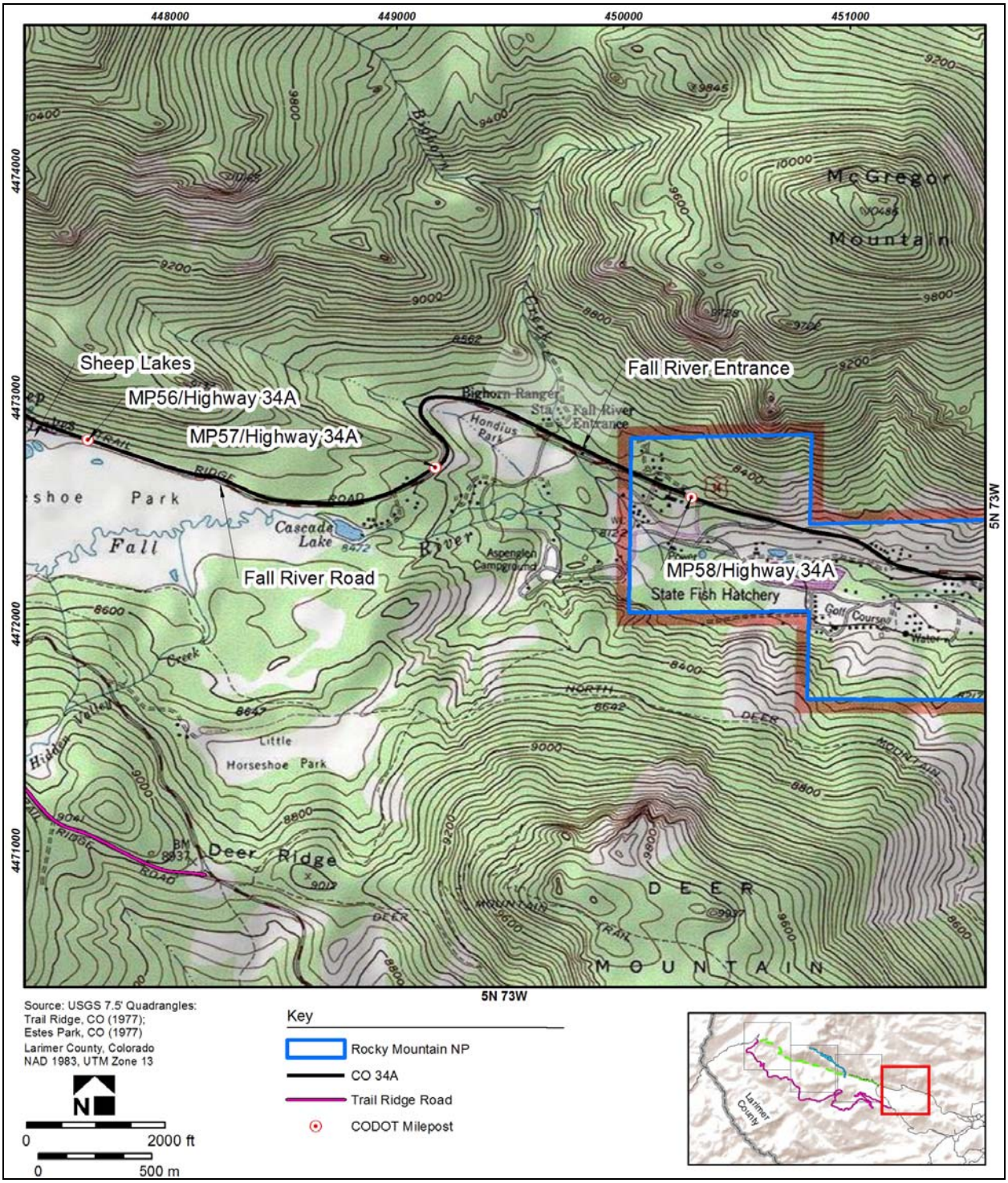

Figure 18. Location of Fall River Road (source: USGS 7.5' quadrangles Trail Ridge and Estes Park).

Fall River Road (Boundary Increase and Amendment) (5LR.885) | Larimer County, Colorado
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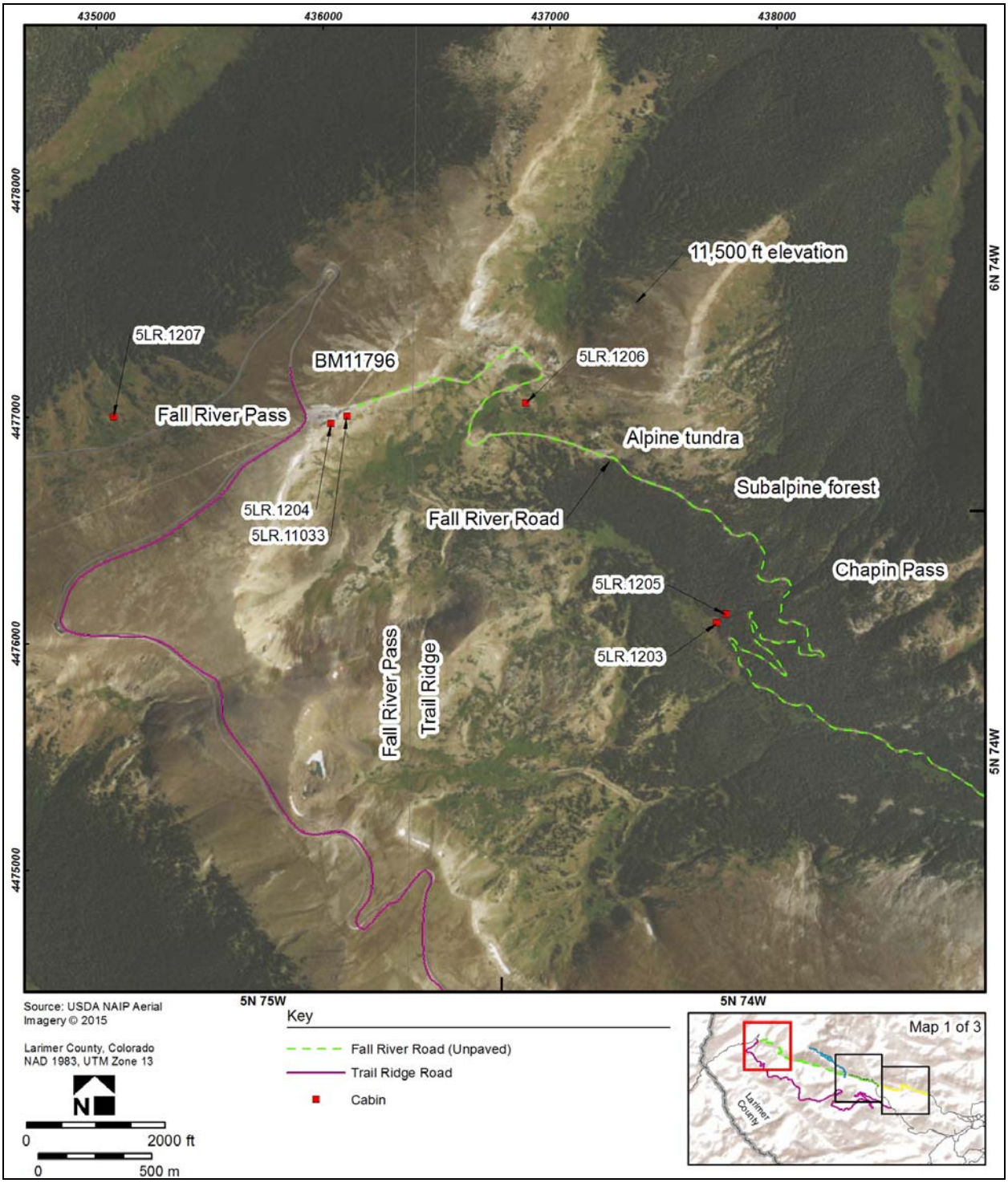

Figure 19. Location of six previously recorded sites relative to road (source: USDA NAIP aerial survey 2015).

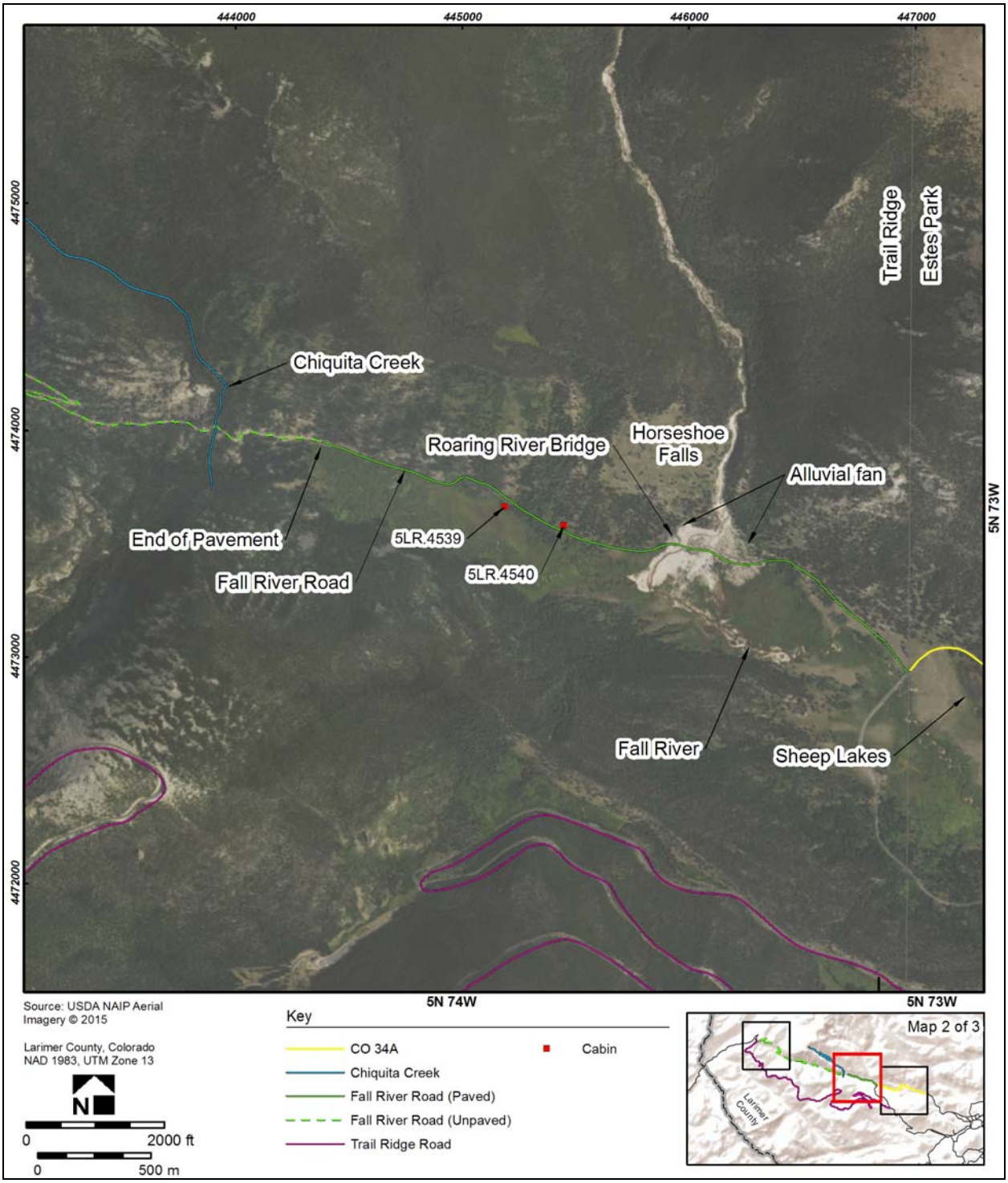

Figure 20. Location of two previously recorded site relative to road (source: USDA NAIP aerial survey 2015).

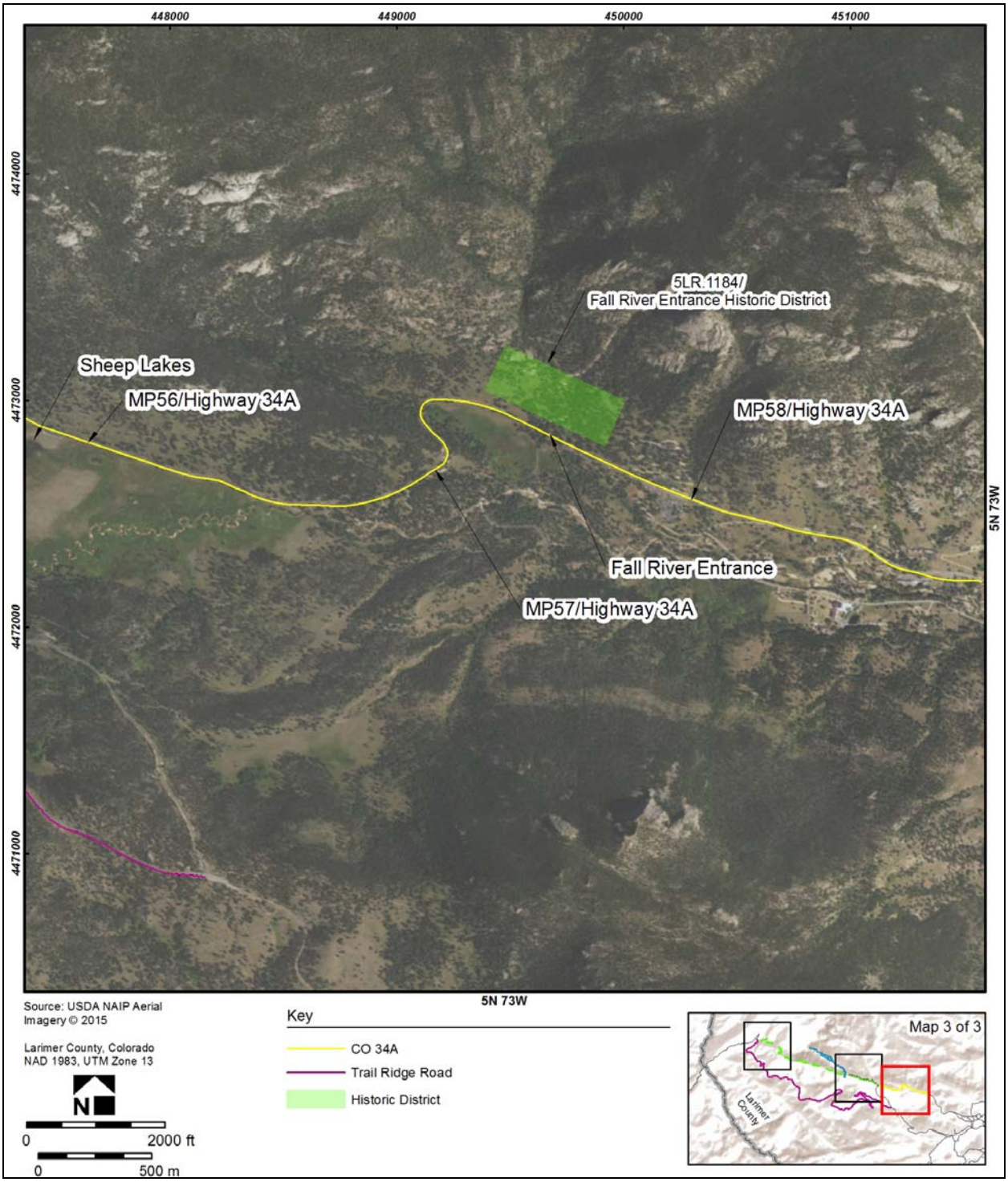

Figure 21. Location of one previously recorded historic district relative to road (source: USDA NAIP aerial survey 2015).

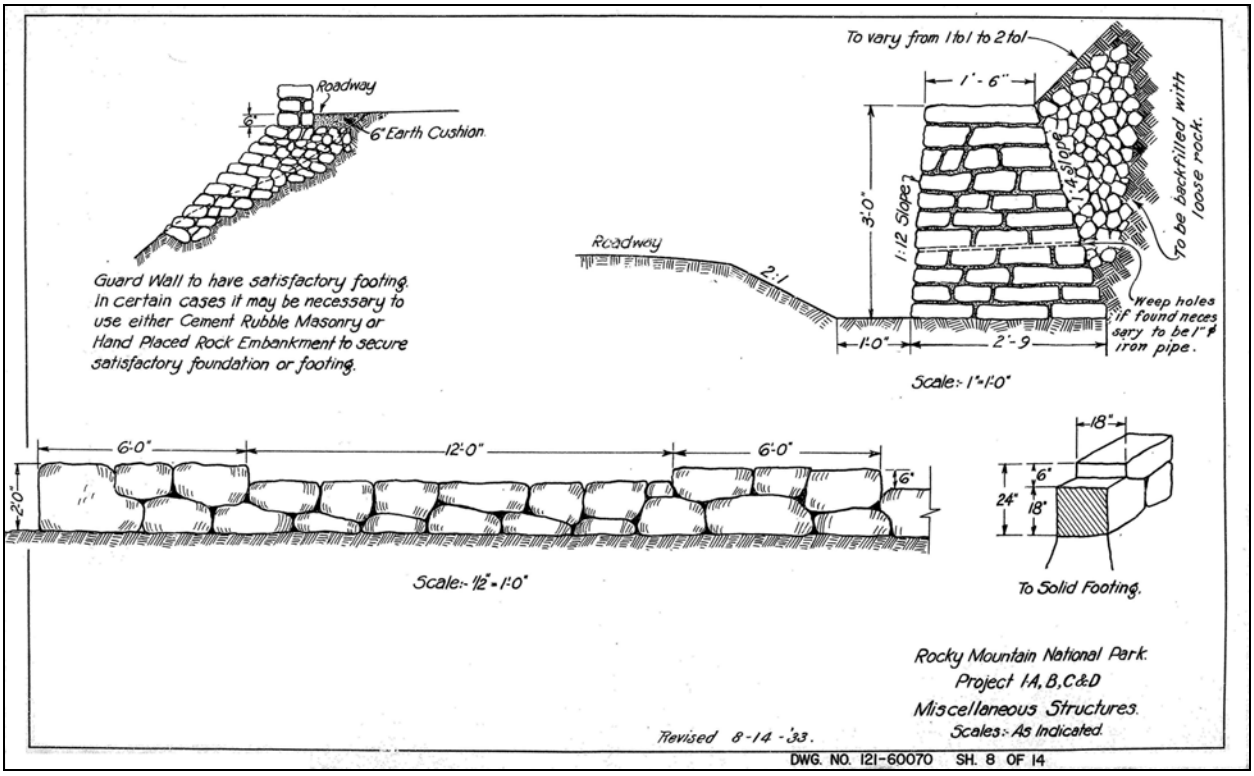

Figure 22. Guard wall sheet plan from 1933 as-built record drawing (source: ETIC ROMO_121_60070_[id217522]; sheet 8 of 14).

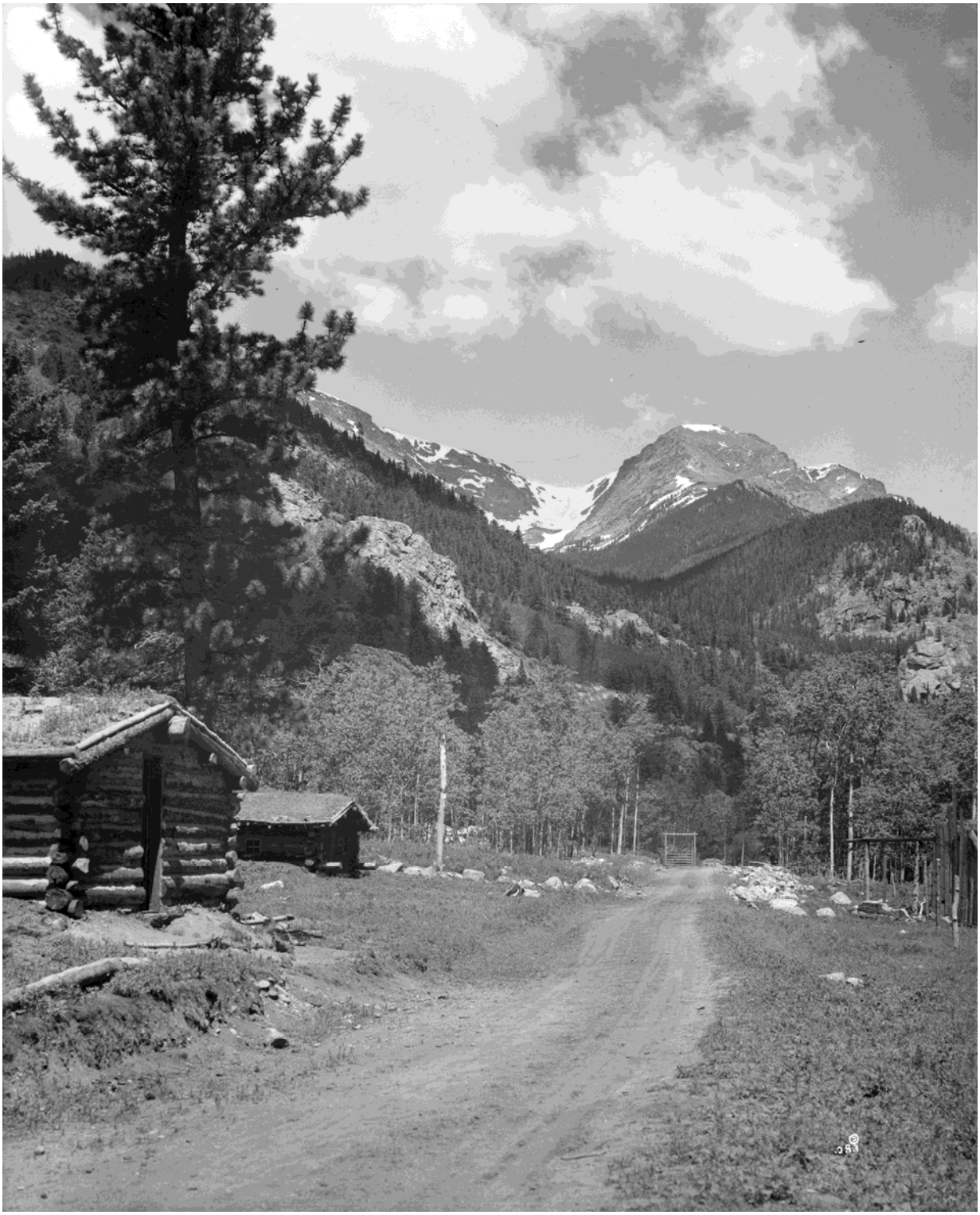

Figure 23. Convict cabins entrance old Fall River Road, 1930–1940 (source: CHS.X489, Z-7172, Western History/Genealogy Department, Denver Public Library).

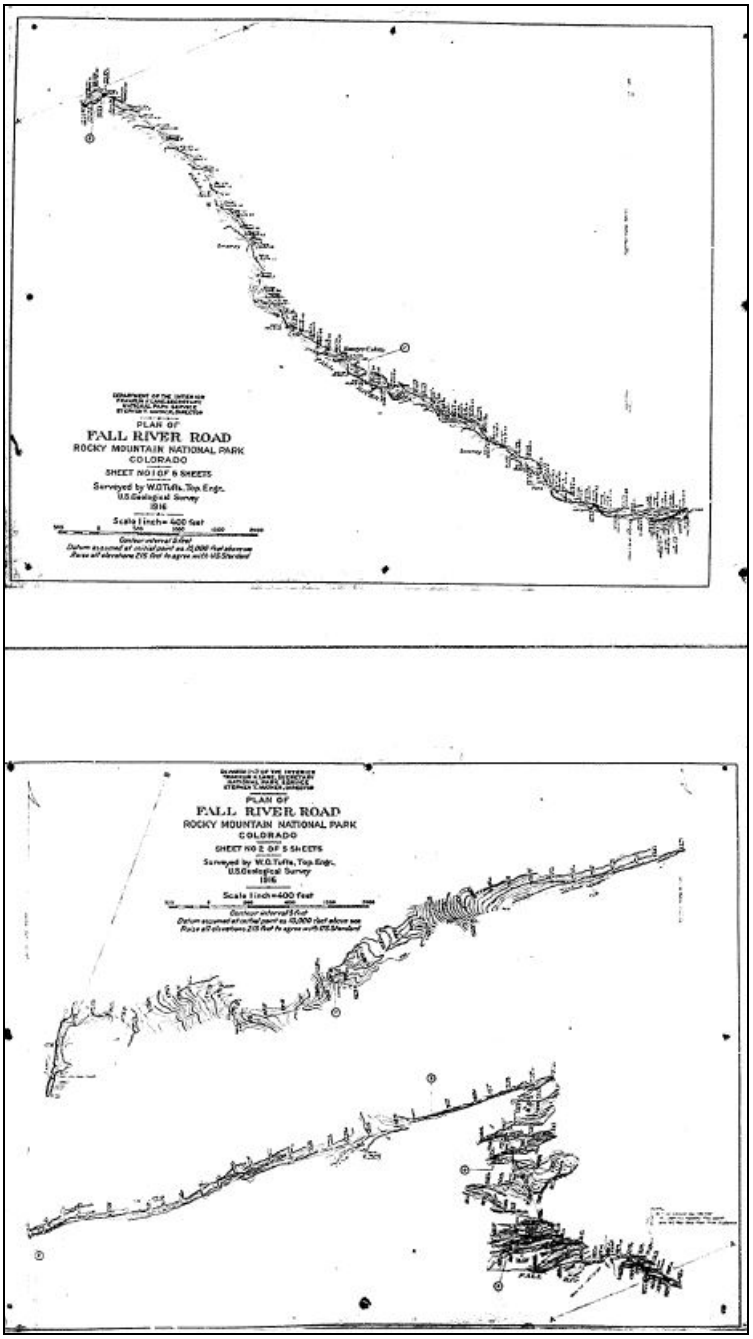

Figure 24. 1916 survey of Fall River Road ("Ranger Cabins" on Sheet 1 of 5 may be 5LR.4540) (source: ETIC ROMO_121_60467_[id44002]).

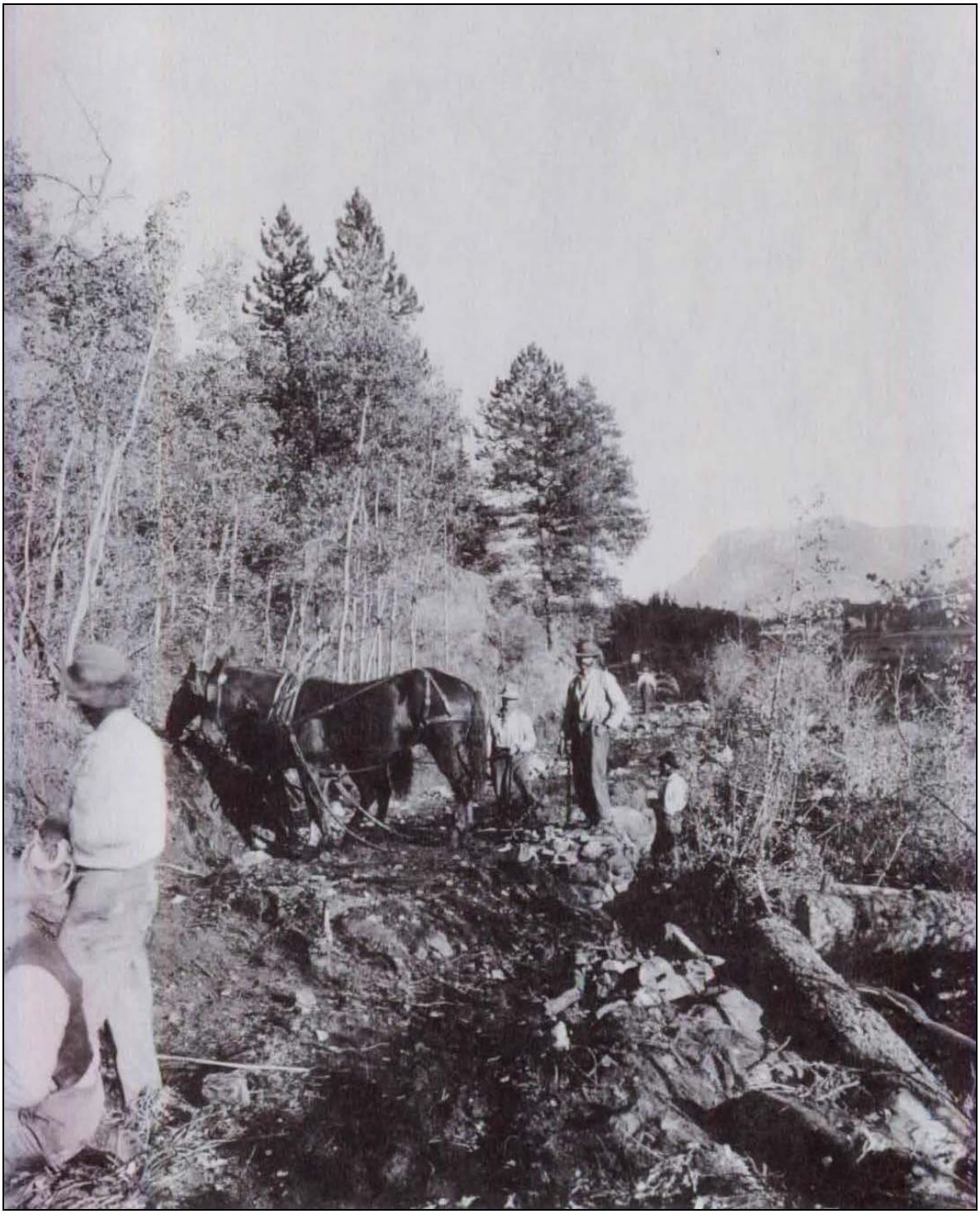

Figure 25. Constructing Fall River Road, c. 1915 (source: W. T. Parke Collection, Rocky Mountain National Park. Reprinted from Fall River Road Historic American Engineering Record CO-73 [Quin 1993a]).

Figure 26. Snow shovel Fall River Pass, June 5, 1928 (source: Accession No. 99.164.21, Call No. CHS.x446, History Colorado, Fred P. Clatworthy Collection, Denver Public Library).

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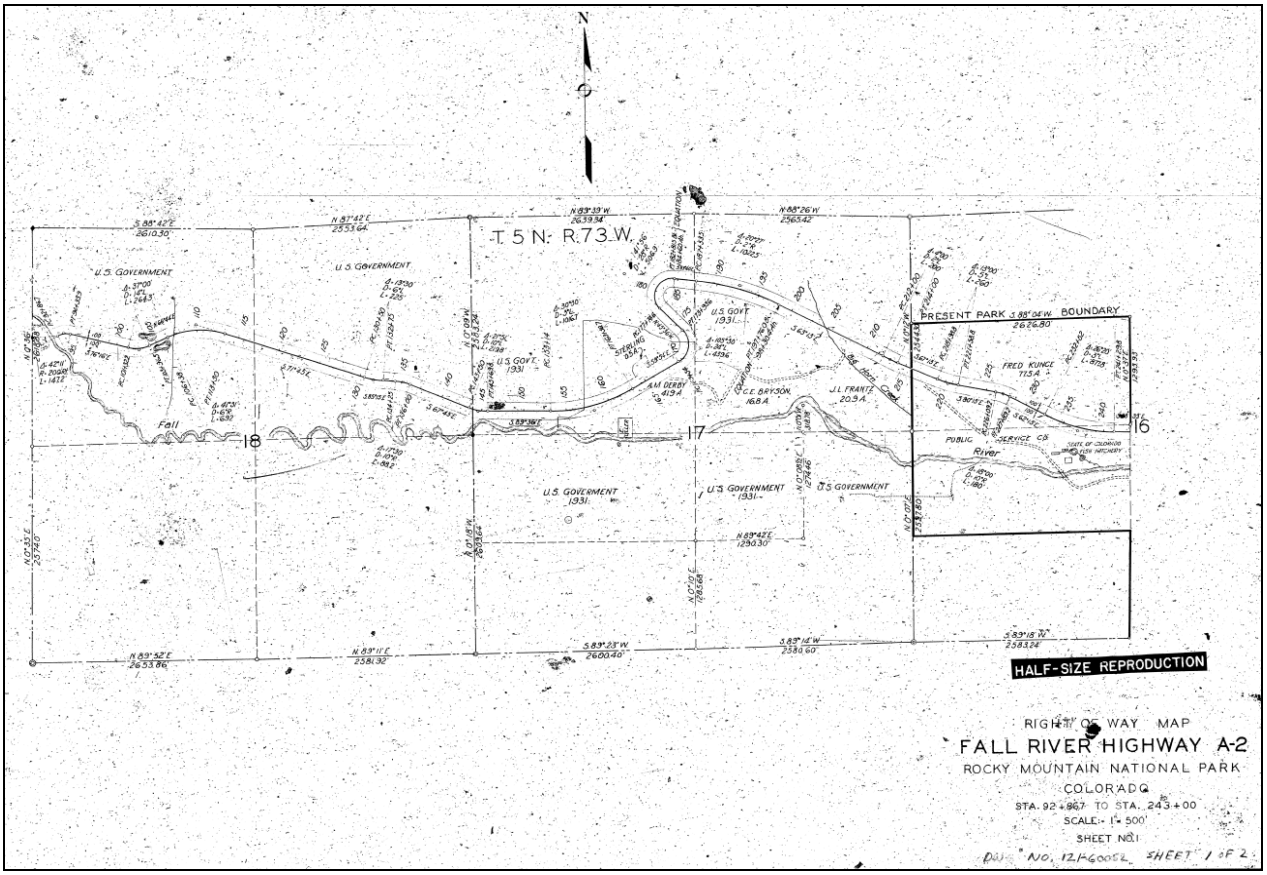

Figure 27. Fall River Highway A-2 Right-of-Way Map page 1, 1933 (source: ETIC ROMO_121_60052_[id95375]).

Figure 28. Construction of a new curve of Fall River Road below Horseshoe Park. (source: Superintendent's Monthly Report April 1934 [Rogers 1934a]).

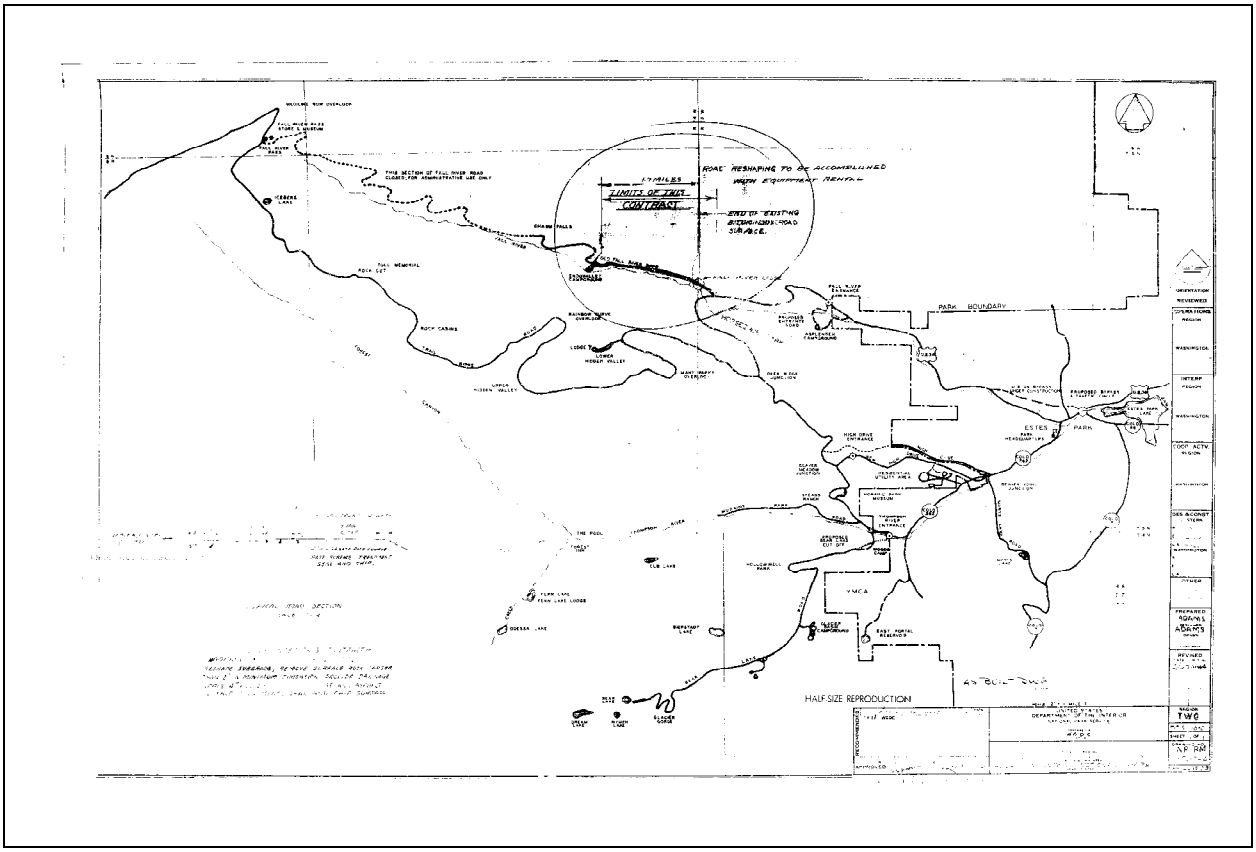

Figure 29. Renovations to Fall River Road in 1959 (source: ETIC ROMO_121_3500A_[id144838]).

Figure 30. A bit of the old Fall River Road ca. 1900–1920 (source: Z-7107, Western History/Genealogy Department, Denver Public Library).

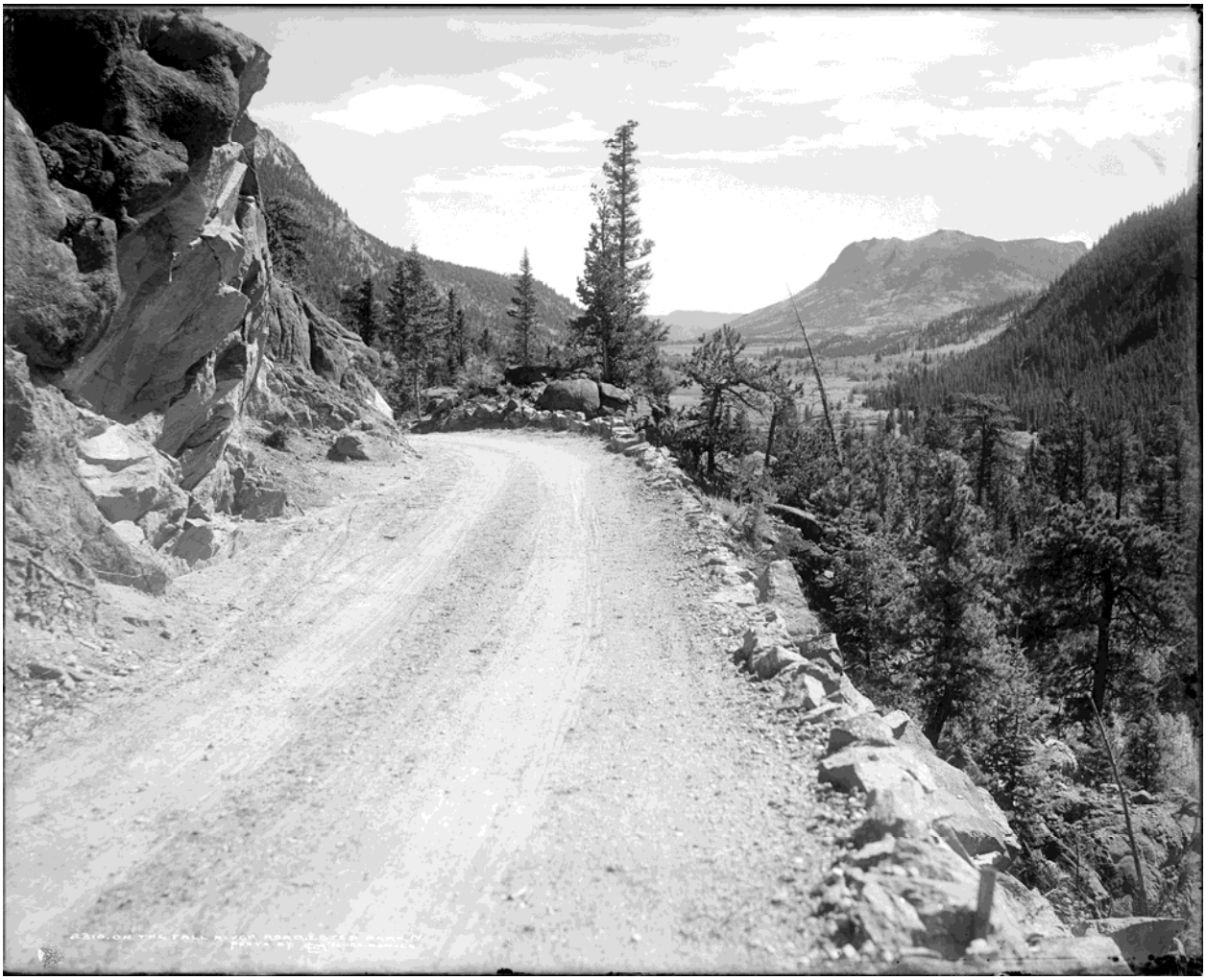

Figure 31. On the Fall River Road, Estes Park, 1911–1920 (source: MCC-2310, History Colorado, Denver Public Library).

Figure 32. Switchback convict road to Grand Lake, R.M.N.P., 1910–1920 (source: Z-7172, Denver Public Library).

Figure 33. Fall River Road, Estes Park 1911–1920. (source: MCC-2309, Western History/Genealogy Department, Denver Public Library Digital, L. C. McClure Collection).

Figure 34. Head of Fall River Road, 1920–1930 (source: Z-7155, History Colorado, Denver Public Library).

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Photograph 1. Corrugated pipe culvert, camera facing northeast.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0001

Photograph 2. Concrete box culvert, camera facing east.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0002

Photograph 3. Gutter/spillway, camera facing northeast.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0003

Photograph 4. Boulder curbing, camera facing southwest.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0004

Photograph 5. Gabion, camera facing north.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0005

Photograph 6. Guard wall, camera facing south.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0006

Photograph 7. Guard wall revetment, camera facing southwest. CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0007

Photograph 8. Retaining wall, camera facing southeast.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0008

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Photograph 9. Rock buttress, camera facing east.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0009

Photograph 10. Arborglyphs, camera facing south.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0010

Photograph 11. Roaring River Bridge, camera facing southeast.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0011

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Photograph 12. Concrete pad/wellhead, camera facing west.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0012

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Photograph 13. Fence, camera facing east.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0013

Photograph 14. Gate, camera facing west northwest.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0014

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Photograph 15. Signs/Markers, peeled log, camera facing north.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0015

Photograph 16. Signs/Markers, culvert, camera facing south southwest.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0016

Photograph 17. Mile Post 6 sign post, camera facing southwest.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0017

Photograph 18.Gabion and retaining wall, camera facing west.
CO_LarimerCounty_Fall River Road_Amendment_Boundary Increase_Rocky Mountain National Park MRA_0018

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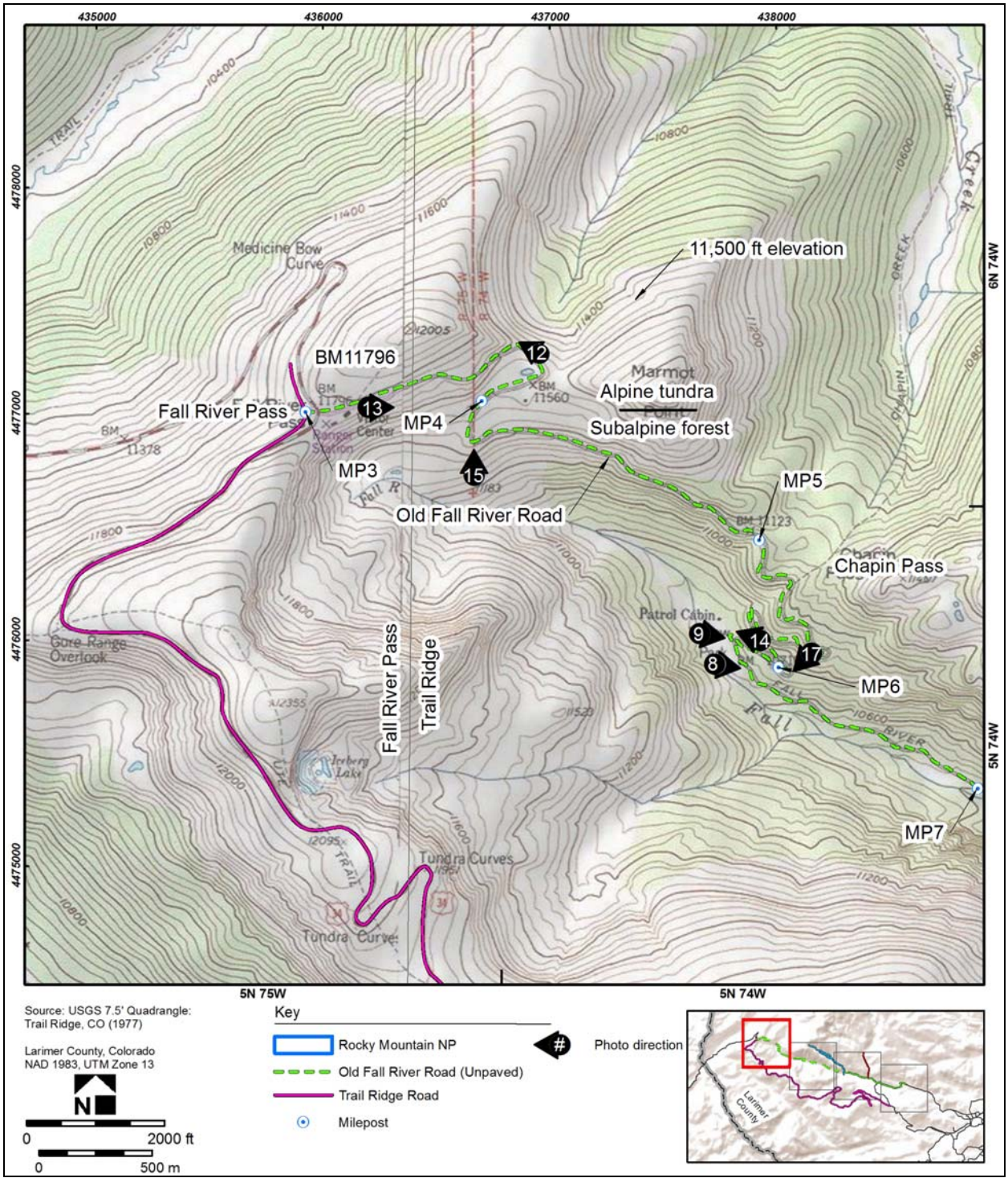

Map index of photographs (1 of 4).

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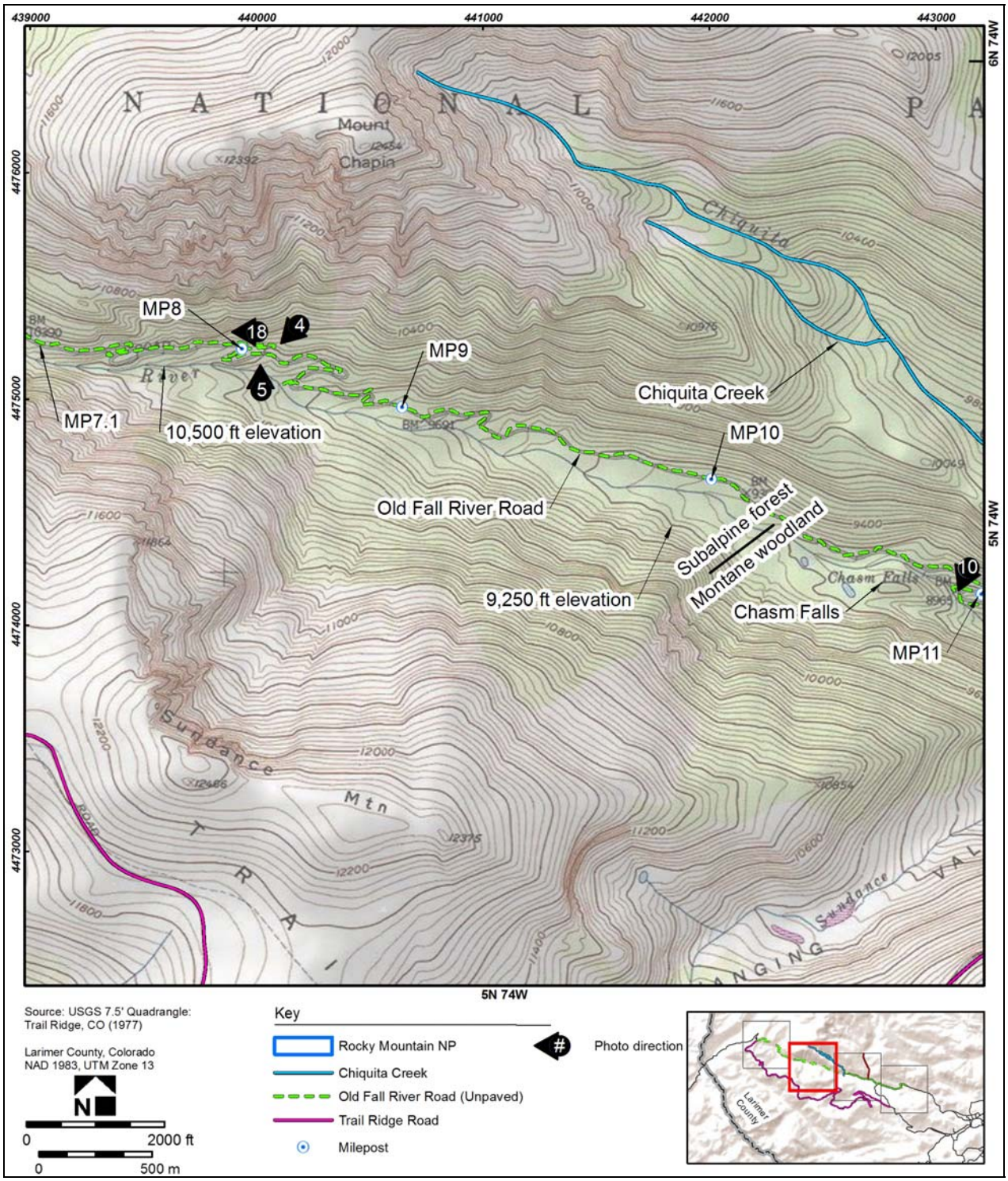

Map index of photographs (2 of 4).

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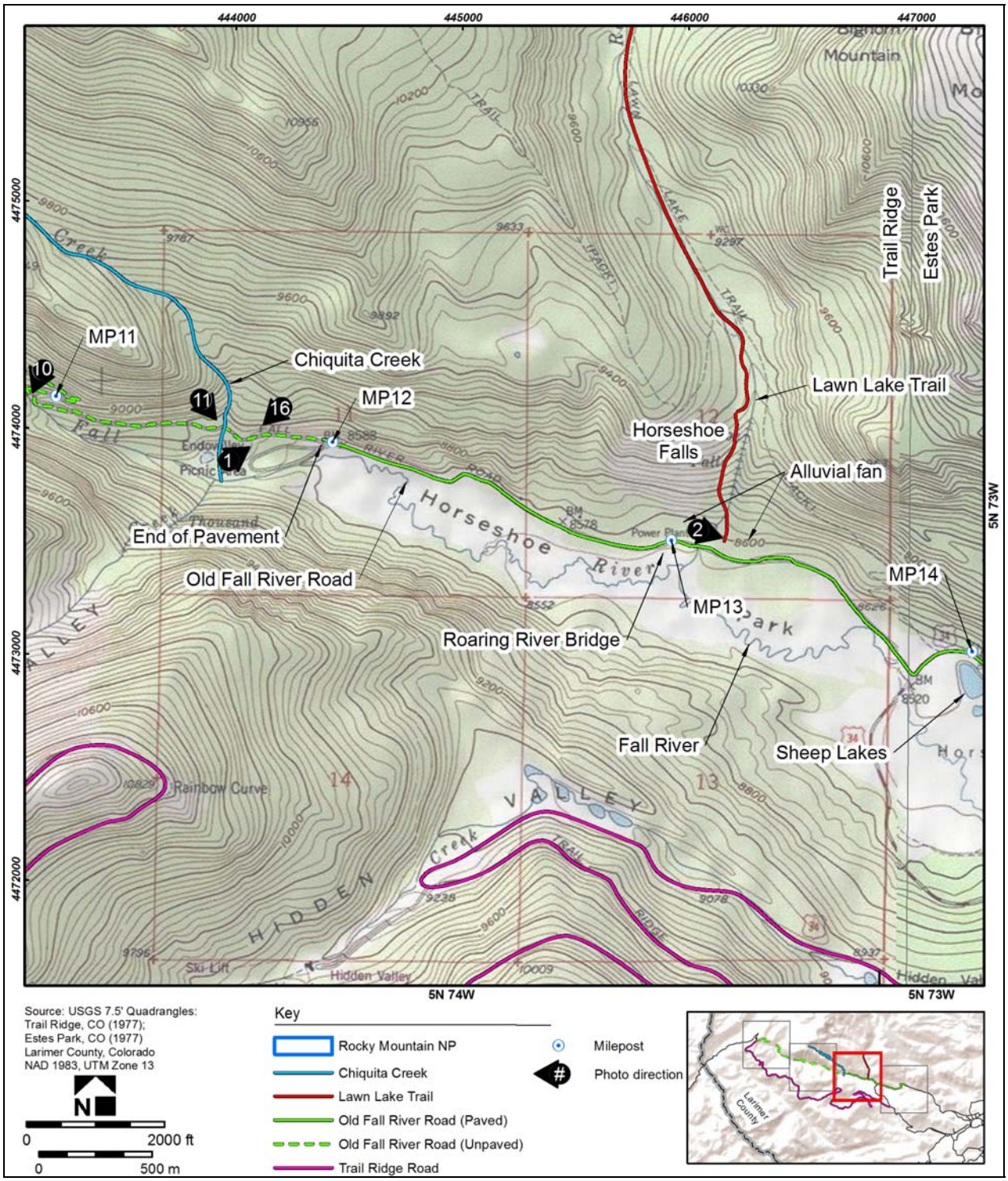

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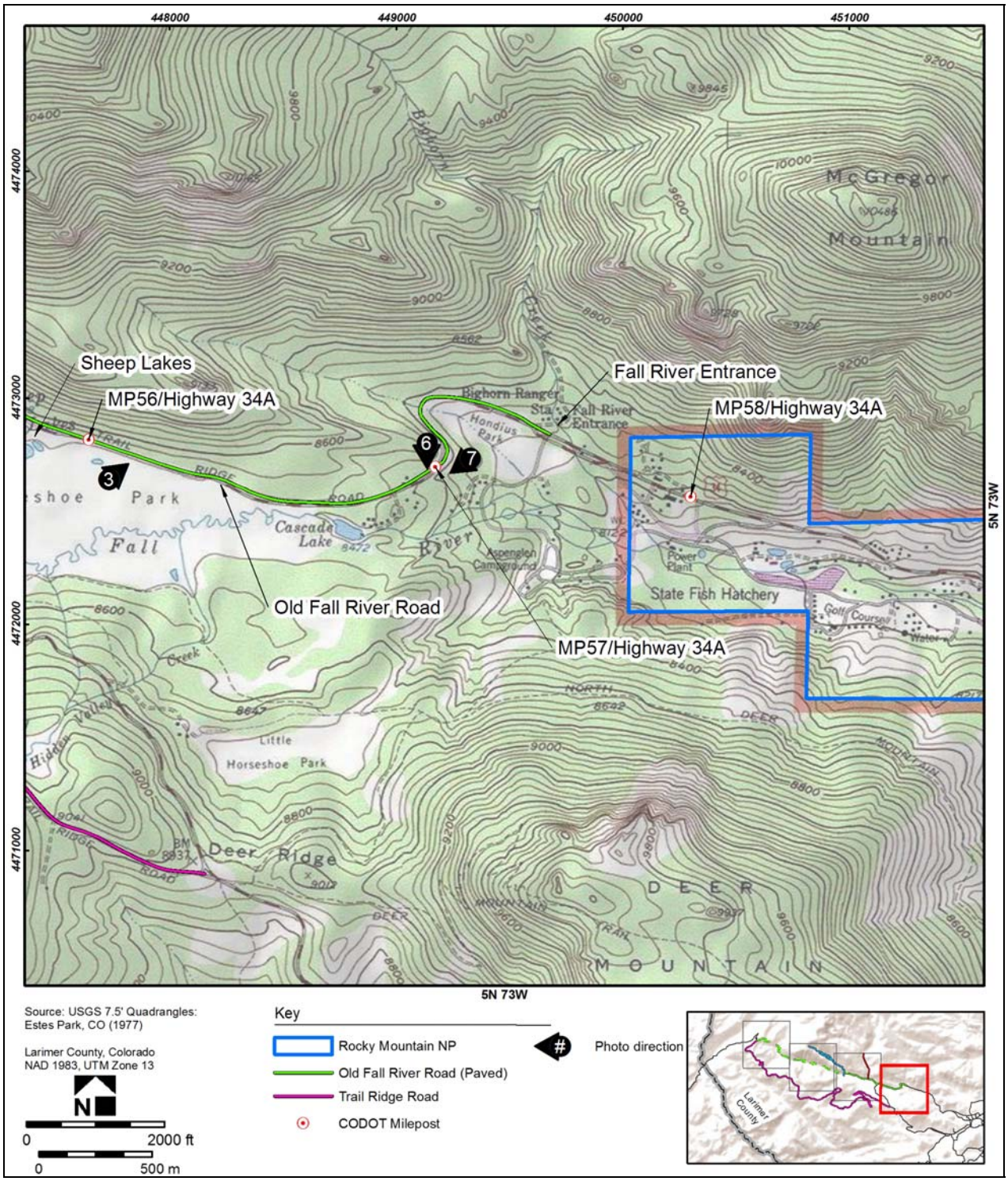

Map index of photographs (4 of 4).

Table 1. Structural components of Old Fall River Road.

Map No.	Easting	Northing	Structural components	Date	C/NC [a]	Figure [b]
1	436154	4477048	Peeled log	Unknown	NC	MP 3.1 to 4.4
2	436181	4477063	Peeled log	Unknown	NC	MP 3.1 to 4.4
3	436201	4477073	Peeled log	Unknown	NC	MP 3.1 to 4.4
4	436226	4477081	Peeled log	Unknown	NC	MP 3.1 to 4.4
5	436241	4477087	Peeled log	Unknown	NC	MP 3.1 to 4.4
6	436295	4477101	Peeled log	Unknown	NC	MP 3.1 to 4.4
7	436323	4477109	Pipe Culvert	c. 1913-1968	C	MP 3.1 to 4.4
8	436354	4477118	Pipe Culvert	c. 1913-1968	C	MP 3.1 to 4.4
9	436382	4477126	Peeled log	Unknown	NC	MP 3.1 to 4.4
10	436411	4477138	Peeled log	Unknown	NC	MP 3.1 to 4.4
11	436432	4477142	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
12	436516	4477175	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
13	436534	4477167	Peeled log	Unknown	NC	MP 3.1 to 4.4
14	436601	4477153	Peeled log	Unknown	NC	MP 3.1 to 4.4
15	436681	4477179	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
16	436729	4477232	Peeled log	Unknown	NC	MP 3.1 to 4.4
17	436749	4477252	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
18	436813	4477282	Peeled log	Unknown	NC	MP 3.1 to 4.4
19	436845	4477310	Peeled log	Unknown	NC	MP 3.1 to 4.4
20	436850	4477314	Concrete pad	c. 1913-1968	NC	MP 3.1 to 4.4
21	436866	4477308	Peeled log	Unknown	NC	MP 3.1 to 4.4
22	436883	4477292	Peeled log	Unknown	NC	MP 3.1 to 4.4
23	436889	4477274	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
24	436898	4477277	Peeled log	Unknown	NC	MP 3.1 to 4.4
25	436945	4477179	Peeled log	Unknown	NC	MP 3.1 to 4.4
26	436910	4477162	Peeled log	Unknown	NC	MP 3.1 to 4.4
27	436862	4477146	Fence	Unknown	NC	MP 3.1 to 4.4
28	436830	4477127	Peeled log	Unknown	NC	MP 3.1 to 4.4
29	436756	4477111	Pipe culvert	2014	NC	MP 3.1 to 4.4
30	436699	4477061	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
31	436733	4476924	Peeled log	Unknown	NC	MP 3.1 to 4.4
32	436757	4476924	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
33	436799	4476929	Pipe culvert	2014	NC	MP 3.1 to 4.4
34	436832	4476931	Pipe culvert	2014	NC	MP 3.1 to 4.4
35	436844	4476933	Pipe culvert	2014	NC	MP 3.1 to 4.4
36	436849	4476927	Peeled log	Unknown	NC	MP 3.1 to 4.4
37	436927	4476925	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
38	436947	4476923	Pipe culvert	c. 1913-1968	C	MP 3.1 to 4.4
39	436950	4476917	Peeled log	Unknown	NC	MP 3.1 to 4.4
40	437014	4476902	Peeled log	Unknown	NC	MP 3.1 to 4.4
41	437104	4476884	Pipe culvert	c. 1913-1968	C	MP 4.4 to 5.8

continue

Table 1. Structural components of Old Fall River Road.

Map No.	Easting	Northing	Structural components	Date	C/NC [a]	Figure [b]
42	437188	4476844	Peeled log	Unknown	NC	MP 4.4 to 5.8
43	437224	4476831	Peeled log	Unknown	NC	MP 4.4 to 5.8
44	437400	4476754	Pipe culvert	c. 1913-1968	C	MP 4.4 to 5.8
45	437502	4476686	Peeled log	Unknown	NC	MP 4.4 to 5.8
46	437686	4476587	Pipe culvert	2014	NC	MP 4.4 to 5.8
47	437922	4476440	Peeled log	Unknown	NC	MP 4.4 to 5.8
48	437943	4476390	Pipe culvert	2014	NC	MP 4.4 to 5.8
49	437939	4476365	Peeled log	Unknown	NC	MP 4.4 to 5.8
50	438075	4476247	Pipe culvert	2014	NC	MP 4.4 to 5.8
51	438068	4476239	Pipe culvert	2014	NC	MP 4.4 to 5.8
52	438090	4476091	Pipe culvert	c. 1913-1968	C	MP 4.4 to 5.8
53	438190	4475973	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
54	438074	4476012	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
55	437883	4476115	Rock buttress	c. 1913-1968	C	MP 4.4 to 5.8
56	438002	4475927	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
57	437982	4475907	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
58	437802	4476018	Rock buttress	c. 1913-1968	C	MP 5.4 to 7.0
59	437879	4475875	Pipe culvert	2014	NC	MP 5.4 to 7.0
60	437957	4475800	Pipe culvert	2014	NC	MP 5.4 to 7.0
61	438080	4475722	Pipe culvert	2014	NC	MP 5.4 to 7.0
62	438162	4475707	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
63	438263	4475624	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
64	438310	4475616	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
65	438387	4475604	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
66	438668	4475515	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
67	438753	4475453	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
68	438831	4475420	Pipe culvert	c. 1913-1968	C	MP 5.4 to 7.0
69	438909	4475376	Pipe culvert	c. 1913-1968	C	MP 7.0 to 8.15
70	439025	4475269	Pipe culvert	2014	NC	MP 7.0 to 8.15
71	439062	4475246	Pipe culvert	c. 1913-1968	C	MP 7.0 to 8.15
72	439319	4475235	Pipe culvert	2014	NC	MP 7.0 to 8.15
73	439526	4475249	Pipe culvert	c. 1913-1968	C	MP 7.0 to 8.15
74	439583	4475250	Pipe culvert	c. 1913-1968	C	MP 7.0 to 8.15
75	439844	4475179	Rock buttress	c. 1913-1968	C	MP 7.0 to 8.15
76	439928	4475201	Gabion	1979, 1981, 2014	NC	MP 7.0 to 8.15
77	440031	4475188	Pipe culvert	2014	NC	MP 7.9 to 9.45
78	440074	4475184	Gabion	1968	C	MP 7.9 to 9.45
79	440143	4475186	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
80	440323	4475156	Pipe culvert	2014	NC	MP 7.9 to 9.45
81	440309	4475124	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
82	440202	4475105	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45

continue

Table 1. Structural components of Old Fall River Road.

Map No.	Easting	Northing	Structural components	Date	C/NC [a]	Figure [b]
83	440227	4475069	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
84	440297	4475045	Pipe culvert	2014	NC	MP 7.9 to 9.45
85	440435	4475002	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
86	440577	4474998	Pipe culvert	2014	NC	MP 7.9 to 9.45
87	440811	4474947	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
88	440924	4474940	Pipe culvert	c. 1913-1968	C	MP 7.9 to 9.45
89	441154	4474876	Pipe culvert	2014	NC	MP 7.9 to 9.45
90	441386	4474792	Pipe culvert	2014	NC	MP 9.5 to 10.2
91	441484	4474764	Pipe culvert	2014	NC	MP 9.5 to 10.2
92	441605	4474765	Pipe culvert	c. 1913-1968	C	MP 9.5 to 10.2
93	441901	4474671	Pipe culvert	2014	NC	MP 9.5 to 10.2
94	442113	4474620	Pipe culvert	2014	NC	MP 9.5 to 10.2
95	442240	4474518	Pipe culvert	2014	NC	MP 9.5 to 10.2
96	442401	4474414	Pipe culvert	2014	NC	MP 10.2 to 11.35
97	442477	4474383	Pipe culvert	2014	NC	MP 10.2 to 11.35
98	442568	4474331	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
99	442704	4474318	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
100	442838	4474307	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
101	442978	4474259	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
102	443024	4474254	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
103	443164	4474197	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
104	443156	4474160	Retaining wall	c. 1913-1932	C	MP 10.2 to 11.35
105	443144	4474140	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
106	443163	4474140	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
107	443406	4474032	Pipe culvert	c. 1913-1968	C	MP 10.2 to 11.35
108	443486	4474034	Pipe culvert	2014	NC	MP 11.4 to 12.0
109	443910	4474011	Bridge [c]	2015	NC	MP 11.4 to 12.0
110	443974	4473971	Pipe culvert	2014	NC	MP 11.4 to 12.0
111	444029	4473959	Retaining wall	c. 1913-1932	C	MP 11.4 to 12.0
112	444165	4473976	Pipe culvert	c. 1913-1968	C	MP 11.4 to 12.0
113	445291	4473632	Gutter	c. 1959-1968	C	MP 12.1 to 12.7
114	445292	4473633	Pipe culvert	c. 1913-1968	C	MP 12.1 to 12.7
115	445991	4473487	Concrete box culvert [d]	2015	NC	MP 13.0 to 13.65
116	446470	4473404	Pipe culvert	c. 1913-1968	C	MP 13.0 to 13.65
117	446751	4473168	Pipe culvert	c. 1913-1968	C	MP 13.0 to 13.65
118	446879	4473048	Pipe culvert	c. 1913-1968	C	MP 13.7 to 56.22
119	446922	4473021	Sign	Unknown	NC	MP 13.7 to 56.22
120	446909	4472994	Boulder curbing	c. 1913-1968	C	MP 13.7 to 56.22
121	446955	4472947	Fence	Unknown	NC	MP 13.7 to 56.22
122	446954	4472935	Sign	Unknown	NC	MP 13.7 to 56.22

continue

Table 1. Structural components of Old Fall River Road.

Map No.	Easting	Northing	Structural components	Date	C/NC [a]	Figure [b]
123	446997	4472980	Sign	Unknown	NC	MP 13.7 to 56.22
124	447087	4473040	Sign	Unknown	NC	MP 13.7 to 56.22
125	447222	4473035	Gutter	c. 1959-1968	C	MP 13.7 to 56.22
126	447323	4472944	Fence	Unknown	NC	MP 13.7 to 56.22
127	447451	4472874	Sign	Unknown	NC	MP 13.7 to 56.22
128	447538	4472844	Sign	Unknown	NC	MP 13.7 to 56.22
129	447954	4472718	Gutter	c. 1959-1968	C	MP 13.7 to 56.22
130	448813	4472537	Sign	Unknown	NC	MP 56.24 to 56.95
131	449005	4472604	Sign	Unknown	NC	MP 56.24 to 56.95
132	449068	4472629	Sign	Unknown	NC	MP 56.24 to 56.95
133	449165	4472687	Guard wall	1929-1932	C	MP 57.0 to 57.65
134	449183	4472846	Gutter	c. 1959-1968	C	MP 57.0 to 57.65
135	449232	4473007	Sign	Unknown	NC	MP 57.0 to 57.65
136	449410	4472973	Sign	Unknown	NC	MP 57.0 to 57.65
137	449411	4472963	Sign	Unknown	NC	MP 57.0 to 57.65
138	449461	4472956	Sign	Unknown	NC	MP 57.0 to 57.65
139	449520	4472916	Sign	Unknown	NC	MP 57.0 to 57.65
140	449539	4472921	Sign	Unknown	NC	MP 57.0 to 57.65
141	449562	4472906	Gate	Unknown	NC	MP 57.0 to 57.65
142	449594	4472887	Sign	Unknown	NC	MP 57.0 to 57.65
143	449641	4472848	Sign	Unknown	NC	MP 57.0 to 57.65
144	449696	4472845	Sign	Unknown	NC	MP 57.0 to 57.65
145	449696	4472825	Sign	Unknown	NC	MP 57.0 to 57.65
146	449743	4472804	Sign	Unknown	NC	MP 57.0 to 57.65
147	449212	4472814	Guard wall	1929-1932	C	MP 57.0 to 57.65
148	443074	4474164	Arborglyph	Unknown	NC	MP 10.2 to 11.35
149	443317	4474107	Rock buttress	c. 1913-1968	C	MP 10.2 to 11.35
150	439882	4475247	Retaining wall	c. 1913-1932	C	MP 7.0 to 8.15
151	443297	4474105	Retaining wall	c. 1913-1932	C	MP 10.2 to 11.35
152	442402	4474404	Retaining wall	c. 1913-1932	C	MP 10.2 to 11.35
153	437896	4476046	Retaining wall	c. 1913-1932	C	MP 5.4 to 7.0
154	440041	4475229	Retaining wall	c. 1913-1932	C	MP 7.9 to 9.45
155	449192	4472847	Retaining wall	c. 1913-1932	C	MP 57.0 to 57.65
156	440018	4475245	Boulder curbing	c. 1913-1968	C	MP 7.0 to 8.15
157	444405	4473942	Gate	Unknown	NC	MP 11.4 to 12.0
158	437795	4476027	Gate	Unknown	NC	MP 5.4 to 7.0

[a] C = contributing; NC = noncontributing is the nomenclature used during the resource's evaluation.
[b] Figures 2–14 are cross referenced with Mile Post (MP) designations.
[c] Bridge over Chiquita Creek.
[d] The concrete box culvert is known as the Roaring River Bridge or Alluvial Fan Bridge.


MILE
6

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Boundary Update
Property Name:	Fall River Road (Boundary Increase and Additional Documentation)
Multiple Name:	Rocky Mountain National Park MRA
State & County:	COLORADO, Larimer

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
4/4/2018	4/26/2018	5/11/2018	5/21/2018	7/6/2018

Reference number:	BC100002416
Nominator:	State

Reason For Review:

X Accept _____ Return _____ Reject **5/21/2018** Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Barbara Wyatt Discipline Historian

Telephone (202)354-2252 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

HISTORY Colorado

September 6, 2017

Ms. Darla Sidles, Superintendent
United States Department of the Interior
National Park Service [H4217 (ROMO)]
Rocky Mountain National Park
Estes Park, Colorado 80517

RE: Concurrence on Fall River Road National Register Nomination (Amendment and Boundary Increase), 5LR.885

Dear Superintendent Sidles:

Thank you for your submittal, received August 28, 2017, of a final draft of the revised Fall River Road National Register Nomination (Amendment and Boundary Increase). Please find included a signed copy of the registration page. We have appreciated the close coordination and cooperation with your staff throughout the process of the revision of this nomination.

If you have any questions or concerns, please do not hesitate to contact Astrid Liverman, Ph.D., National and State Register Coordinator, at (303)866-4681 or astrid.liverman@state.co.us. Thank you so much for your time and attention.

Sincerely,

Dr. Holly K. Norton

Holly K. Norton, Ph.D.
Deputy State Historic Preservation Officer

LARIMER COUNTY
COMMITTED TO EXCELLENCE

BOARD OF COUNTY COMMISSIONERS

200 W. Oak Street
Post Office Box 1190
Fort Collins, Colorado 80522-1190
(970) 498-7010
Fax (970) 498-7006
E-mail: bocc@larimer.org

October 3, 2017

Darla Sidles, Superintendent
National Park Service
Rocky Mountain National Park
Este Park, Colorado 80517

RE: Letter of Support and Concurrence on Fall River Road National Register of Historic Places Nomination (Amendment and Boundary Increase) 5LR885

Dear. Ms. Sidles:

Thank you for the opportunity to review and comment on the revised National Register of Historic Places nomination for the Fall River Road in Rocky Mountain National Park. The road, which begins at the park's eastern entrance, follows the north bank of the Fall River as it climbs to the southern flank of Mount Chapin. Significantly, Fall River Road follows a prehistoric Native American travel corridor as it crosses three environmental zones ranging in elevation from 8,240' to 11,796' and terminates at the Alpine Visitor Center near Fall River Pass.

A 9.4 mile section of Fall River Road with a variable with of 8'-14'was listed on the Register of Historic Places in 1987 with a period of significance from 1913 to 1920. The current revised nomination would increase the length to approximately 12.55 miles of roadway and would apply a modern road width of 20' to an additional 3.14 mile section of road as well as to the previously designated roadway. This amendment also extends the period of significance to 1968 to include the substantial rehabilitation effort involving construction near the switchbacks between mile posts 5 and 9.

Fall River Road is significant at the local level for many reasons including being the first trans-divide roadway in Larimer County and the first road built in the Rocky Mountain National Park to cross the Continental Divide. At its inception the road advanced the emerging tourism industry in the park and continues to function as a visitor attraction and conveyance today.

The Larimer County Board of County Commissioners is pleased to lend our support to this nomination.

Sincerely,

Lew Gaiter III, Chair
Larimer County Board of County Commissioners

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United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

AUG 24 2017

Mr. Steve Turner
State Historic Preservation Officer
Colorado Historical Society
1200 Broadway
Denver, CO 80203

Reference: **Concurrence on Fall River Road National Register Nomination (Amendment and Boundary Increase) 5LR885**

Dear Mr. Turner:

The park has completed a revised Fall River Road National Register Nomination (Amendment and Boundary Increase) for your concurrence. Once the park has received your concurrence we will forward the nomination on to the Federal Preservation Officer (FPO) for signature by the Keeper. Please include a signed copy of the first page with your reply.

The MOA for the Rehabilitation of Old Fall River Road stipulated the completion of the revised Fall River Road National Register Nomination. With your concurrence, the park believes it has fulfilled all stipulations outlined in the MOA.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

DARLA SIDLES

Darla Sidles
Superintendent

Enclosure
National Register Nomination
Archival Disk with TIFF photographs

6

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

SEP 2 1 2017

Mr. Tom Donnelly
Board of Commissioners
Larimer County, District III
200 West Oak Street
Second Floor
P.O. Box 1190
Fort Collins, CO 80522-1190

Reference: **Concurrence on Fall River Road National Register Nomination (Amendment and Boundary Increase) 5LR885**

Dear Mr. Donnelly:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Road. Enclosed is the Fall River Road National Register Nomination (Amendment and Boundary Increase) for your review.

The park received concurrence of the nomination from the Colorado SHPO on September 12, 2017. Per section 302104 of the National Historic Preservation Act, federal properties nominated to the National Register also require notification of county officials of the action and an opportunity to comment. Once the park has received your concurrence we will forward the nomination on to the Federal Preservation Officer for signature by the Keeper of the National Register.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

DARLA SIDLES

Darla Sidles
Superintendent

Enclosure
National Register Nomination

6

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

SEP 2 1 2017

Ms. Joy Beasley
NPS Federal Preservation Officer
1849 C Street NW
Mail Stop 7508
Washington, DC 20240

Reference: **Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) 5LR1184**

Dear Ms. Beasley:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Entrance Historic District to include the Mission 66 entrance station area. Enclosed is the Fall River Entrance Historic District National Register Nomination (Amendment and Boundary Increase) for transmittal to the Keeper for listing in the National Register of Historic Places. The park received concurrence of the nomination from the Colorado SHPO on March 16, 2017 and from the Larimer County Board of Commissioners on July 17, 2017.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

DARLA SIDLES

Darla Sidles
Superintendent

Enclosure
National Register Nomination

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

DEC 15 2017

Ms. Joy Beasley
NPS Federal Preservation Officer
1849 C Street NW
Mail Stop 7508
Washington, DC 20240

Reference: **Fall River Road National Register Nomination (Amendment and Boundary Increase) 5LR885**

Dear Ms. Beasley:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Road to include the Mission 66 area improvements. Enclosed is the Fall River Road National Register Nomination (Amendment and Boundary Increase) for transmittal to the Keeper for listing in the National Register of Historic Places. The enclosed disk contains the true and correct copy of the nomination for the Fall River Road to the National Register of Historic Places. The park received concurrence of the nomination from the Colorado SHPO on September 6, 2017 and from the Larimer County Board of Commissioners on October 3, 2017.

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

Darla Sidles
Superintendent

Enclosures
Signed copy of first page of nomination
Disks

United States Department of the Interior

NATIONAL PARK SERVICE
Rocky Mountain National Park
Estes Park, Colorado 80517

IN REPLY REFER TO:
H4217 (ROMO)

MAR 8 2018

Ms. Kelly Spradley-Kurowski
National Maritime Heritage Program
1849 C Street NW
Mail Stop 7508
Washington, DC 20240

Reference: **Fall River Road National Register Nomination (Amendment and Boundary Increase) 5LR885**

Dear Ms. Spradley-Kurowski:

Rocky Mountain National Park has completed a revised National Register Nomination for the Fall River Road to include the Mission 66 area improvements. You reviewed the nomination and requested map edits to ensure the newly listed segment of the road was visually differentiated from the previously listed road segment. The enclosed disks contain the updated documentation for the Fall River Road National Register Nomination (Amendment and Boundary Increase).

We appreciate working with you on the protection of cultural resources at Rocky Mountain National Park. If you have any questions, or need clarification, please contact Kelly Dick, Cultural Resources Specialist, at (970) 286-1332 or Kelly_Dick@nps.gov.

Sincerely,

Darla Sidles
Superintendent

Enclosures
Disks

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240

MAR 28 2018

H32(2280)

Memorandum

To: Keeper of the National Register of Historic Places

From: Acting Associate Director, Cultural Resources, Partnerships, and Science, and NPS Federal Preservation Officer

Subject: National Register Additional Documentation and Boundary Increase for Fall River Road, Rocky Mountain National Park, Larimer County, Colorado

I am forwarding the National Register Additional Documentation and Boundary Increase for the Fall River Road in Rocky Mountain National Park. The Park History Program has reviewed the nomination and found it eligible under Criteria A and C, with Areas of Significance of Transportation and Engineering.

The State Historic Preservation Office (SHPO) and chief local elected official(s) were sent the documentation on August 28, 2017. Within 45 days, the SHPO _x_ supported __ supported with comments __ did not respond. Any comments received are included with the documentation.

If you have any questions, please contact Kelly Spradley-Kurowski at 202-354-2266 or kelly_spradley-kurowski@nps.gov.